

BVC 6942+65.23 /ELEV 424.47 <u>NOTES</u> EVC 6932+47.82 ELEV 406.89 1.728 % TOP OF RAIL "B2" LINE TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 6940+00.00 SV2702 TOP OF PARAPET TOP OF RAIL -1 MATCH LINE S DRAWING APPROX OG BENT 6 BENT 7 BENT 8 BENT 4 BENT 5 BENT 2 BENT 3

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
- INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

6935+00

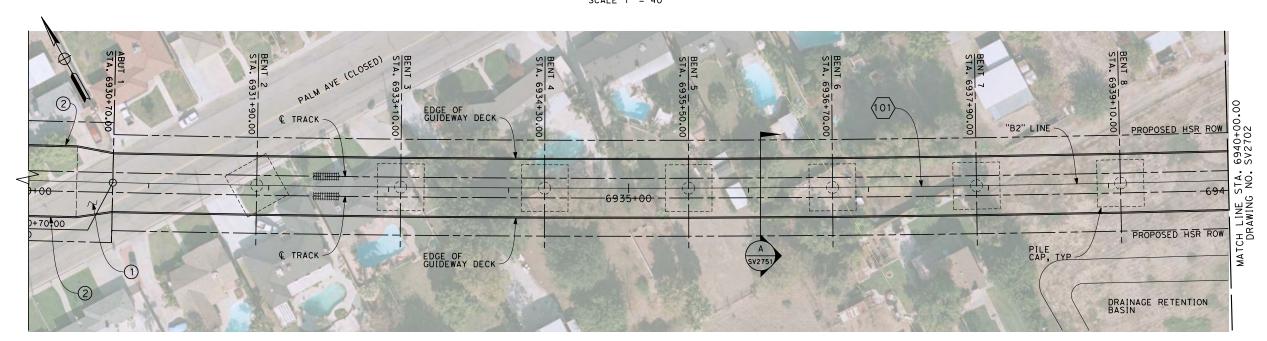
DATUM ELEV = 300.00~

6930+00

DATE

BY CHK APP

DESCRIPTION



LEGEND:

6940+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 11' 03.7"$

T = 9135.1'

L = 17086.9'

PLAN SCALE 1" = 40'



NOT FOR

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRA | |). 06-000: | 3 | | | |
|---------|-----------------------|---------------|---|--|--|--|
| DRAWING | DRAWING NO. SV2701 | | | | | |
| SCALE | AS | SHOWN | | | | |
| SHEET | NO. | | | | | |

5000' VC R/C = -0.033% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 100'-0" 120'-0" 121'-6" 120'-0" 120'-0" 120'-0" STEEL TRUSS STRUCTURE 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). EXPANSION JOINT, TYP LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS TOP OF RAIL TOP OF PARAPET WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. CALLOWAY DR 28'-7" VERT CLR COUNTRY BREEZE PL APPROX OG-BENT 14 BENT 15 BENT 9 BENT 10 BENT 13 BENT 11 BENT 12 DATUM ELEV = 300.00 6940+00 6945+00 6950+00 **ELEVATION** SCALE 1" = 40' LEGEND: SLIKKER DR TO BE CLOSED 1) STRUCTURE APPROACH SLAB BENT 11
EDGE OF GUIDEWAY DECK COUNTRY BREEZE PL 2 RETAINING WALL SLIKKER DR REALIGNMNET * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO 6940+00.000 SV2701 BAKERSFIELD CORRIDOR PROPOSED HSR ROW (101) HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA ŠŠ. (101) R = 19508.25' $\Delta = 50^{\circ} 11'03.7''$ & TRACK PROPOSED HSR ROW EDGE OF GUIDEWAY DECK T = 9135.1'PILE CAP, TYP L = 17086.9'DRAINAGE DETENTION BASIN PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2702 BAKERSFIELD URBAN SUBSECTION CHECKED BY A. ARMSTRONG ALIGNMENT B2 NOT FOR CHARGE **CALIFORNIA** AS SHOWN BAKERSFIELD VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION

BVC 6942+65.23 ELEV 424.47

12/31/13

DATE

BY CHK APP

DESCRIPTION

<u>NOTES</u>

1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED

3 OF 57

E<u>VC 6992+65.2</u>3

ELEV 470.08

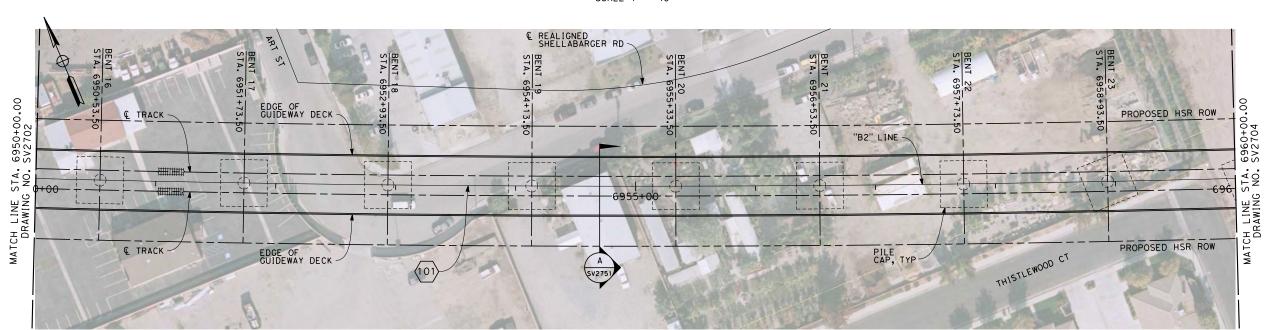
ELEVATION SCALE 1" = 40'

6955+00

BENT 20

APPROX OG-

BENT 19



PLAN SCALE 1" = 40'

URS HMM ARUP



BENT 21

BENT 22

55'-11" VERT CLR WINGSONG ST

6960+00

LEGEND:

1) STRUCTURE APPROACH SLAB

* ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO

BAKERSFIELD CORRIDOR

HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

2 RETAINING WALL

CURVE DATA

R = 19508.25' $\Delta = 50^{\circ} 11'03.7"$

T = 9135.1'

L = 17086.9'

(101)

BENT 23

| CALIFORNIA HIGH-SPEED TRAIN PROJECT | CONTRACT NO. HSR 06-0003 |
|---|--------------------------|
| FRESNO TO BAKERSFIELD BAKERSFIELD URBAN SUBSECTION | DRAWING NO. SV2703 |
| ALIGNMENT B2 BAKERSFIELD VIADUCT | SCALE AS SHOWN |
| PLAN AND ELEVATION | SHEET NO. 4 OF 57 |

- MSS OR FLPM

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

IN-SITU

BENT 16

DATUM ELEV = 300.00~

6950+00

BENT 17

DESCRIPTION

BENT 18

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

CHECKED BY A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

DATE

BY CHK APP

NOTES EVC 6992+65.23 /ELEV 470.08 BVC 6942+65.23 /ELEV 424.47 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED 5000' VC R/C = -0.033% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) 4. UTILITY LOCATIONS TO BE 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" DETERMINED 5. ACCESS STAIRWAYS ARE 6960+00.00 SV2703 6970+00.00 SV2705 EXPANSION JOINT, TYP PROVIDED AT SYSTEMS SITES TOP OF RAIL TOP OF PARAPET (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. APPROX OG-BENT 30 BENT 31 BENT 32 BENT 27 BENT 28 BENT 29 BENT 25 ENT 24 BENT 26 DATUM ELEV = 300.00 6960+00 6965+00 6970+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 24 STA. 6960+13. BENT 27 STA. 6963+73. BENT 26 STA. 6962 BENT 28 STA. 6964+93. BENT 29 STA. 6966+13.5 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD 6960+00.00 SV2703 ELEVATION, SEE "FRESNO TO (101) EDGE OF GUIDEWAY DECK-BAKERSFIELD CORRIDOR E TRACK -PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND "B2" LINE DRAINAGE 15% DRAFT REPORT". CURVE DATA MATCH LINE S DRAWING -6965+00 R = 19508.25' $\Delta = 50^{\circ} 11'03.7"$ & TRACK PROPOSED HSR ROW EDGE OF GUIDEWAY DECK PILE CAP, TYP T = 9135.1'L = 17086.9'PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD URS HMM ARUP DESIGN SUBMISSION SV2704 BAKERSFIELD URBAN SUBSECTION CHECKED BY A. ARMSTRONG ALIGNMENT B2 NOT FOR **CALIFORNIA** CHARGE AS SHOWN

HIGH-SPEED RAIL AUTHORITY

CONSTRUCTION

12/31/13

DATE

BY CHK APP

DESCRIPTION

BAKERSFIELD VIADUCT

PLAN AND ELEVATION

NOTES EVC 6992+65.23 ELEV 470.08 BVC 6942+65.23 1. NOT ALL PILES SHOWN ELEV 424.47 2. PILE LENGTH TO BE DETERMINED 5000' VC R/C = -0.033% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE IN-SITU STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) 100'-0" 4. UTILITY LOCATIONS TO BE 120'-0" 100'-0" 100'-0" 120'-0" 120'-0" 120'-0" DETERMINED 5. ACCESS STAIRWAYS ARE 6970+00.00 SV2704 TOP OF RAIL TOP OF PARAPET PROVIDED AT SYSTEMS SITES 6980+00. SV2706 (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. BENT 40 BENT 41 BENT 38 BENT 39 BENT 33 BENT 34 BENT 35 BENT 36 BENT 37 DATUM ELEV = 300.00 6970+00 6975+00 6980+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 34 STA. 6971+93. BENT 35 HG STA. 6972+93. 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD 6970+00.00 SV2704 ELEVATION, SEE "FRESNO TO EDGE OF GUIDEWAY DECK BAKERSFIELD CORRIDOR € TRACK PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND "B2" LINE -DRAINAGE 15% DRAFT REPORT". CURVE DATA RADIUS = 19508.25 (101 -6975+00 R = 19508.25' $\Delta = 50^{\circ} 11'03.7''$ E TRACK PROPOSED HSR ROW PILE CAP, TYP-EDGE OF GUIDEWAY DECK T = 9135.1'L = 17086.9'

URS HMM ARUP

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

PLAN SCALE 1" = 40'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

| | | CONTRACT NO. HSR 06-0003 | | | | | | |
|--|-----------------------|--------------------------|-----|----|--|--|--|--|
| | DRAWING NO. SV2705 | | | | | | | |
| | SCALE | ٩S | SHO | WN | | | | |
| | SHEET N | 10 | | | | | | |

NOTES EVC 6992+65.23 /ELEV 470.08 BVC 6942+65.23 /ELEV 424.47 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED 5000' VC R/C = -0.033% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) INSITU SLAB 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED -EXPANSION JOINT, TYP TOP OF RAIL -5. ACCESS STAIRWAYS ARE TOP OF PARAPET 6980+00.00 SV2705 PROVIDED AT SYSTEMS SITES 6990+00.0 SV2707 (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. APPROX OG BENT 44 BENT 45 BENT 46 BENT 47 BENT 48 BENT 49 BENT 43 BENT 42 DATUM ELEV = 300.00 6980+00 6985+00 6990+00 **ELEVATION** SCALE 1" = 40' LEGEND: DRAINAGE RETENTION BASIN 1) STRUCTURE APPROACH SLAB BENT 43 STA. 6981+7 BENT 44 STA. 6982+93. BENT 47 STA. 6986 2 RETAINING WALL OVERHEAD ELECTRIC * ESTIMATED 100-YEAR FLOOD 6980+00.00 SV2705 ELEVATION. SEE "FRESNO TO (TO BE RELOCATED) (101) EDGE OF GUIDEWAY DECK ~ BAKERSFIELD CORRIDOR € TRACK -6990+00. SV2707 PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND "B2" LINE -DRAINAGE 15% DRAFT REPORT". CURVE DATA (101` 6985+00 R = 19508.25' $\Delta = 50^{\circ} 11'03.7''$ C TRACK PROPOSED HSR ROW EDGE OF GUIDEWAY DECK PILE CAP, TYP-T = 9135.1'SV2751 L = 17086.9'PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD URS HMM ARUP DESIGN SUBMISSION

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE

DATE

BY CHK APP

DESCRIPTION

NOT FOR

CONSTRUCTION

NG NO.
SV2706

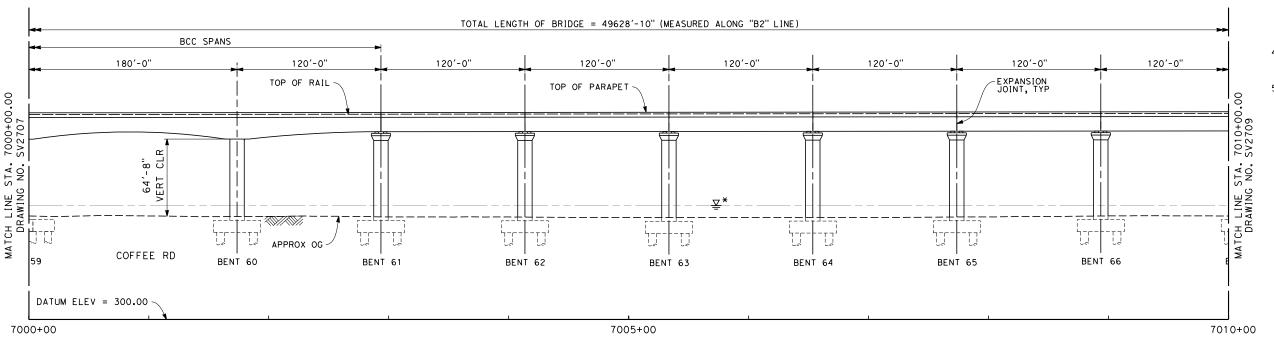
E
AS SHOWN
T NO.
7 OF 57

BAKERSFIELD URBAN SUBSECTION

ALIGNMENT B2

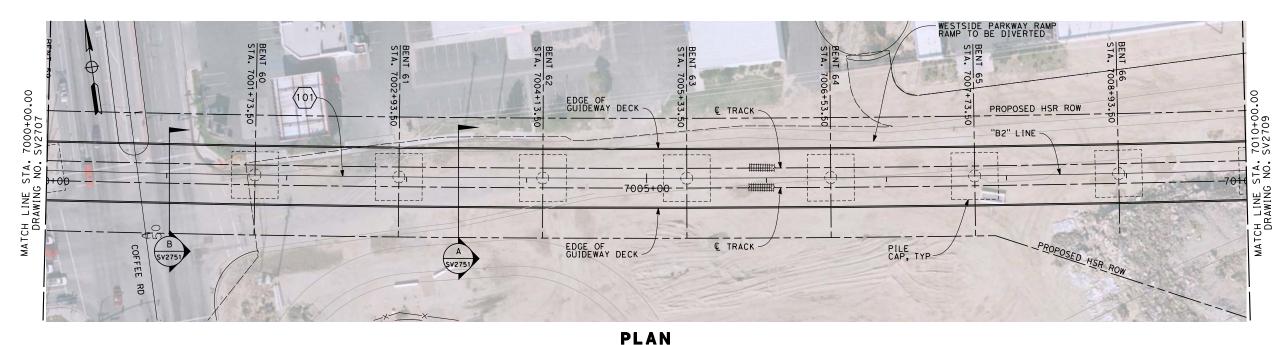
BAKERSFIELD VIADUCT

PLAN AND ELEVATION



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



CURVE DATA

2 RETAINING WALL

LEGEND:



R = 19508.25'

 $\Delta = 50^{\circ} 11'03.7''$

1) STRUCTURE APPROACH SLAB

* ESTIMATED 100-YEAR FLOOD

BAKERSFIELD CORRIDOR

ELEVATION. SEE "FRESNO TO

HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

T = 9135.1'

L = 17086.9'



SCALE 1" = 40'

NOT FOR

DESIGNED BY M. FISHER DRAWN BY N. HUTTON RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG CHARGE CONSTRUCTION 12/31/13 DATE BY CHK APP DESCRIPTION

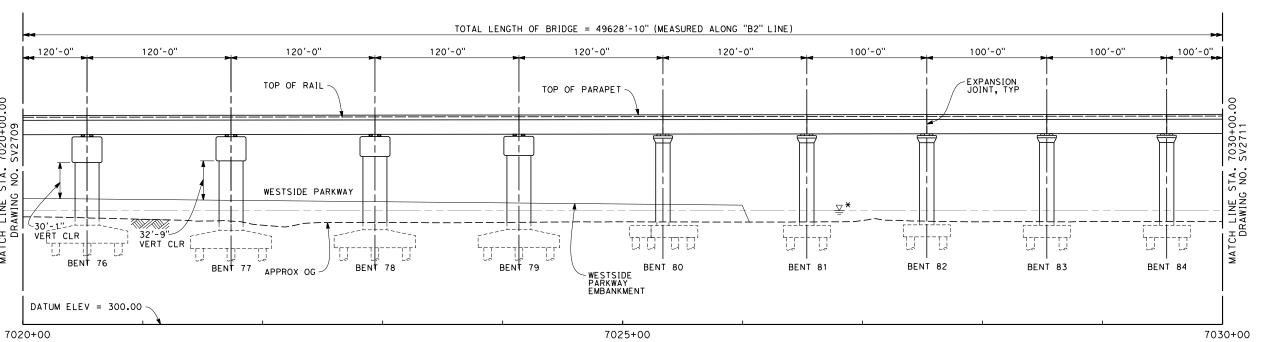




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

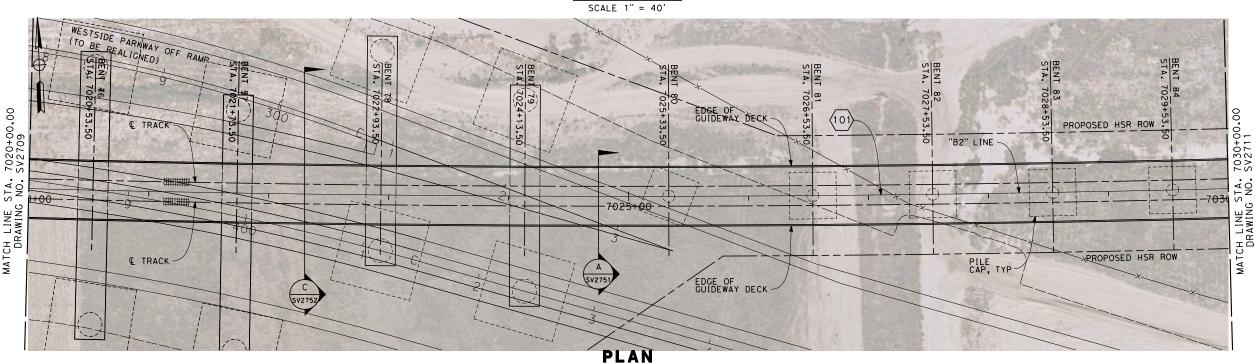
BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT NO. | |
|--------------|--|
| HSR 06-0003 | |
| DRAWING NO. | |
| SV2708 | |
| SCALE | |
| AS SHOWN | |



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 11' 03.7''$

T = 9135.1'

L = 17086.9'



| ìL | | | | | | | | |
|--------|-----|------|----|-----|-----|-------------|--------------------------|-----|
| · [| | | | | | | DESIGNED BY M. FISHER | |
| ŀ | | | | | | | DRAWN BY N. HUTTON | ا |
| ŀ | | | | | | | CHECKED BY A. ARMSTRONG | ן " |
| ŀ | | | | | | | IN CHARGE R. COFFIN | |
| : : | REV | DATE | ВΥ | СНК | APP | DESCRIPTION | DATE 12/31/13 | |

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION



SCALE 1" = 40'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTR H | | | 0003 |
|------------|-----|------|------|
| DRAWIN | | /271 | 10 |
| SCALE | | | |
| | AS | SHO | NWC |
| SHEET | NO. | | |
| | 11 | OF | 57 |

12/31/13

DATE

BY CHK APP

DESCRIPTION

12/31/13

DATE

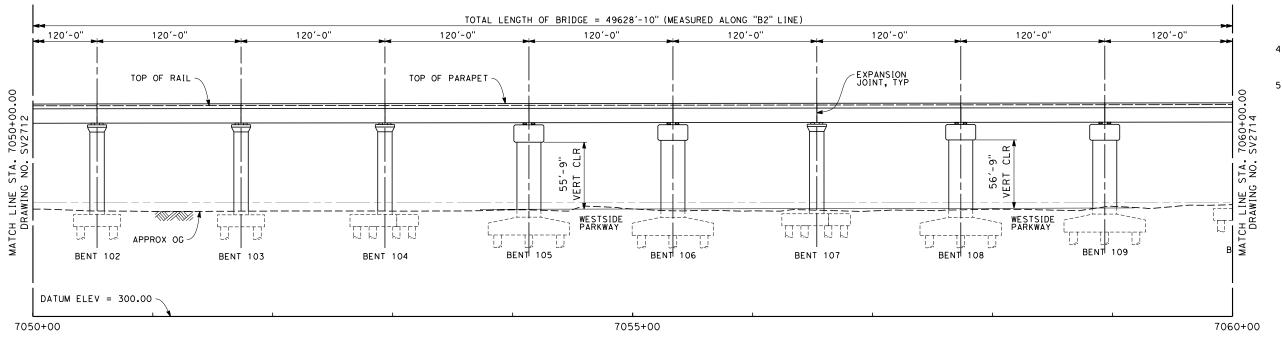
BY CHK APP

DESCRIPTION

HIGH-SPEED RAIL AUTHORITY

PLAN AND ELEVATION



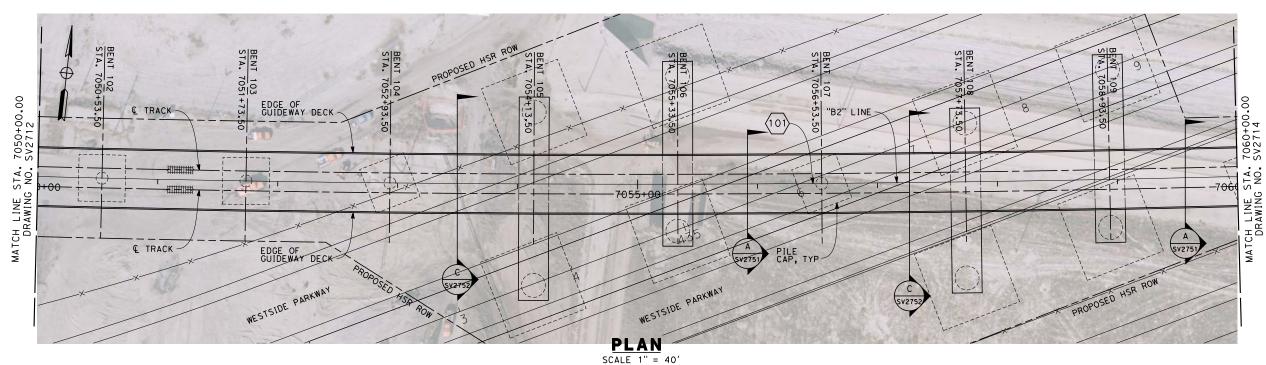


NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
- ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION





LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

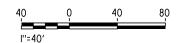


R = 19508.25'

 $\Delta = 50^{\circ} 11'03.7"$

T = 9135.1'

L = 17086.9'



| ú | | | | | | | |
|----------|------|----|-----|-----|-------------|-------------------------|----------------------|
|) | | | | | | DESIGNED BY M. FISHER | |
| <u> </u> | | | | | | DRAWN BY N. HUTTON | RECORD SET 15% |
| <u> </u> | | | | | | CHECKED BY A. ARMSTRONG | DESIGN SUBMISSION - |
| - | | | | | | IN CHARGE R. COFFIN | NOT FOR CONSTRUCTION |
| REV | DATE | BY | СНК | APP | DESCRIPTION | DATE 12/31/13 | |

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT NO. HSR 06-0003 | | | | | |
|--------------------------|--|--|--|--|--|
| DRAWING NO. | | | | | |
| SV2713 | | | | | |
| SCALE | | | | | |
| AS SHOWN | | | | | |
| CHEET NO | | | | | |

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

7065+00

BENT 114

BENT 115

BENT 116

BENT 117

APPROX OG

DATUM ELEV = 300.00

BENT 111

DESCRIPTION

BENT 112

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

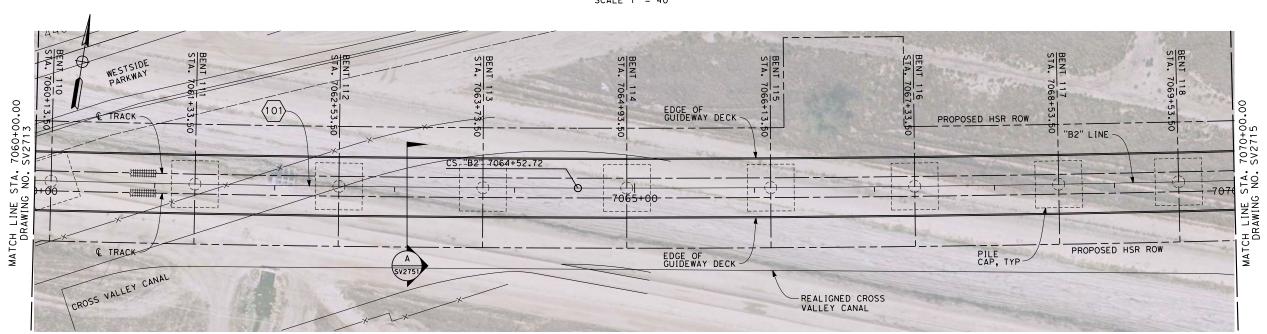
BENT 113

ENT 110

7060+00

DATE

BY CHK APP



LEGEND:

MATCH LINE S DRAWING

7070+00

BENT 118

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 11'03.7''$

T = 9135.1'

L = 17086.9'



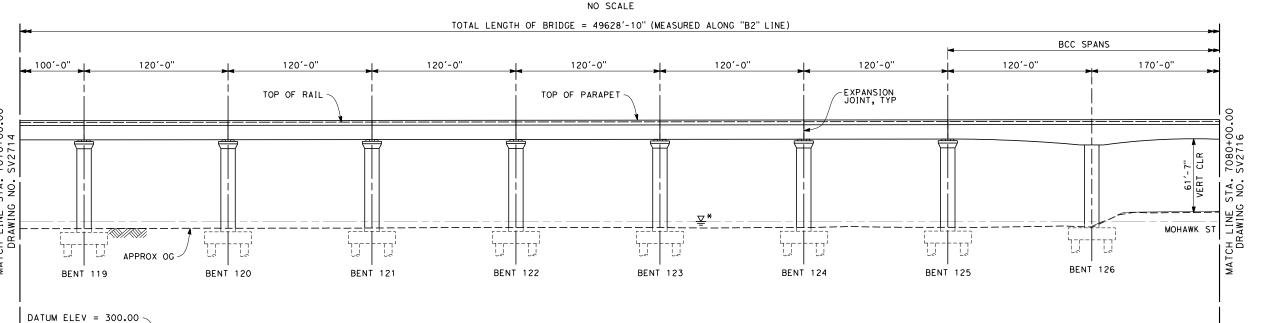
PLAN SCALE 1" = 40'





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTRA H: | | | 0003 |
|--------------|-----|------|------|
| DRAWIN | | /271 | 4 |
| SCALE | | | |
| | AS | SHC | NWC |
| SHEET | NO. | | |
| | 15 | OF | 57 |

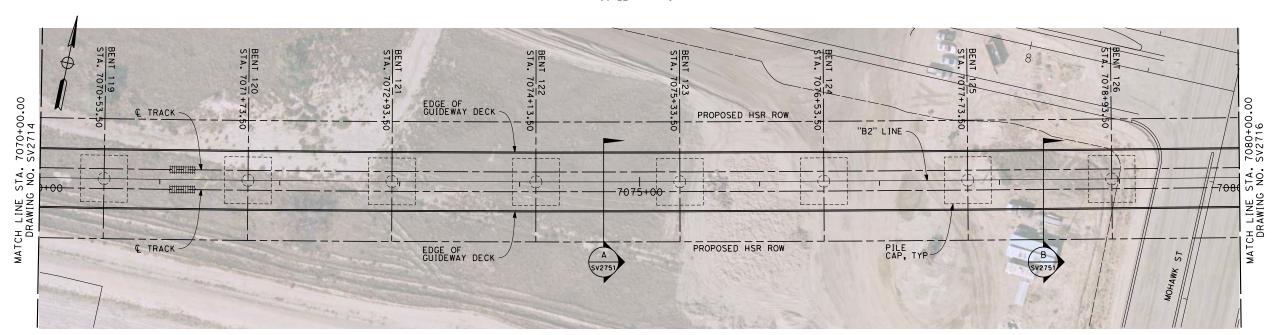


<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

7075+00

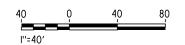


LEGEND:

7080+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|--------------------------|-------------------------|
| | | | | | | DRAWN BY N. HUTTON | RECORD SET 15% |
| | | | | | | CHECKED BY A. ARMSTRONG | DESIGN SUBMISSION - |
| | | | | | | IN CHARGE R. COFFIN | NOT FOR Construction |
| REV | DATE | BY | СНК | APP | DESCRIPTION | DATE 12/31/13 | CONSTRUCTION |

7070+00

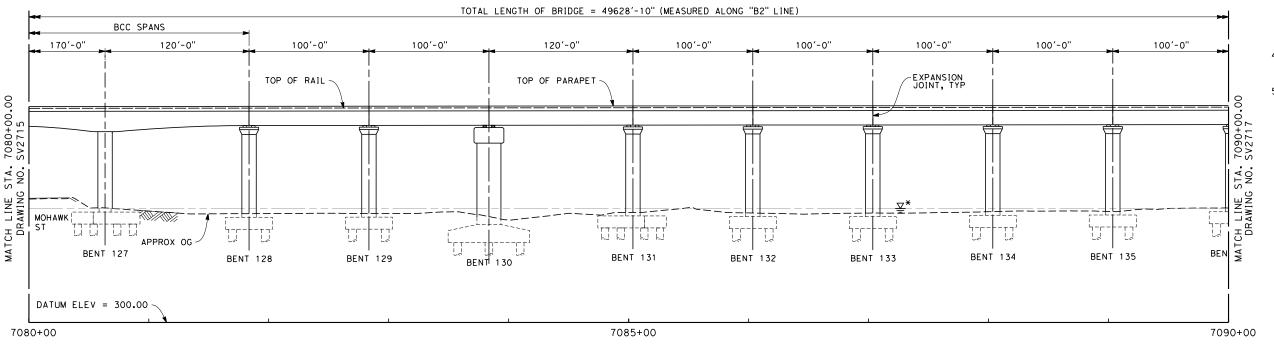




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT NO. HSR 06-0003 | | | | | | |
|--------------------------|--|--|--|--|--|--|
| DRAWING NO. | | | | | | |
| SV2715 | | | | | | |
| SCALE | | | | | | |
| AS SHOWN | | | | | | |
| SHEET NO | | | | | | |



NOTES

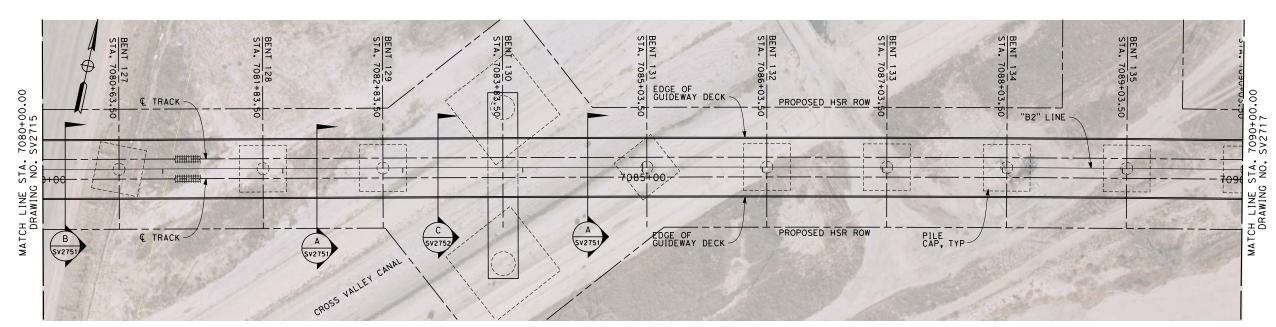
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|-------------------------|-----|
| | | | | | | DRAWN BY N. HUTTON | RI |
| | | | | | | CHECKED BY A. ARMSTRONG | DES |
| | | | | | | IN CHARGE R. COFFIN | , |
| REV | DATE | BY | СНК | APP | DESCRIPTION | 12/31/13 | |

RECORD SET 15% URS HMM ARUP SIGN SUBMISSION CONSTRUCTION

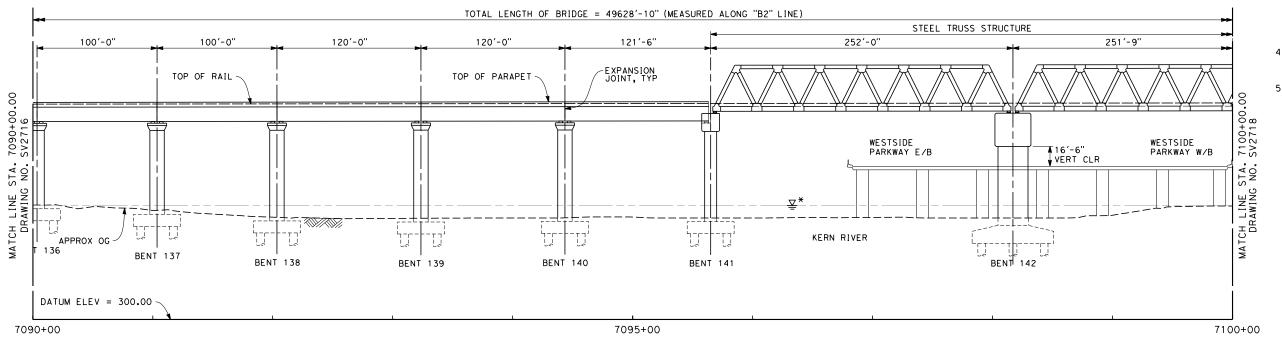
NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTRACT NO. |
|--------------|
| HSR 06-0003 |
| DRAWING NO. |
| SV2716 |
| SCALE |
| AS SHOWN |
| SHEET NO. |
| 17 OF 57 |

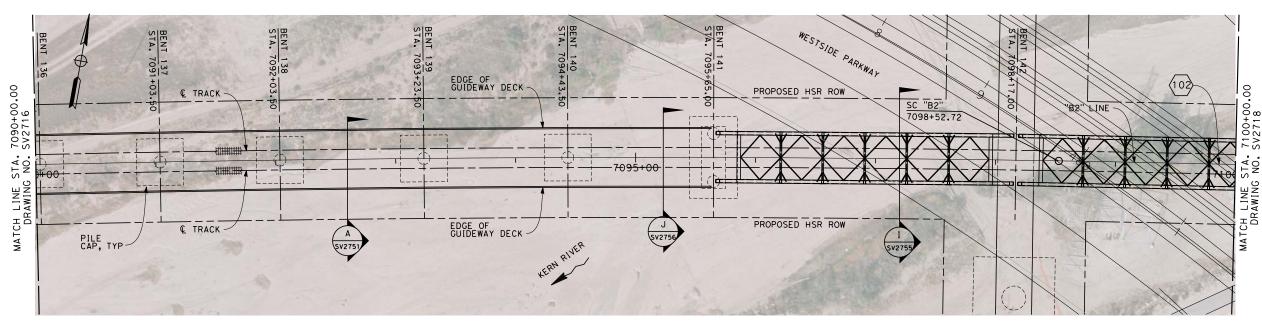
NO SCALE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19680.00'

 $\Delta = 06^{\circ} 54' 55.9''$

T = 1189.1

L = 2375.4



PLAN SCALE 1" = 40'



DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

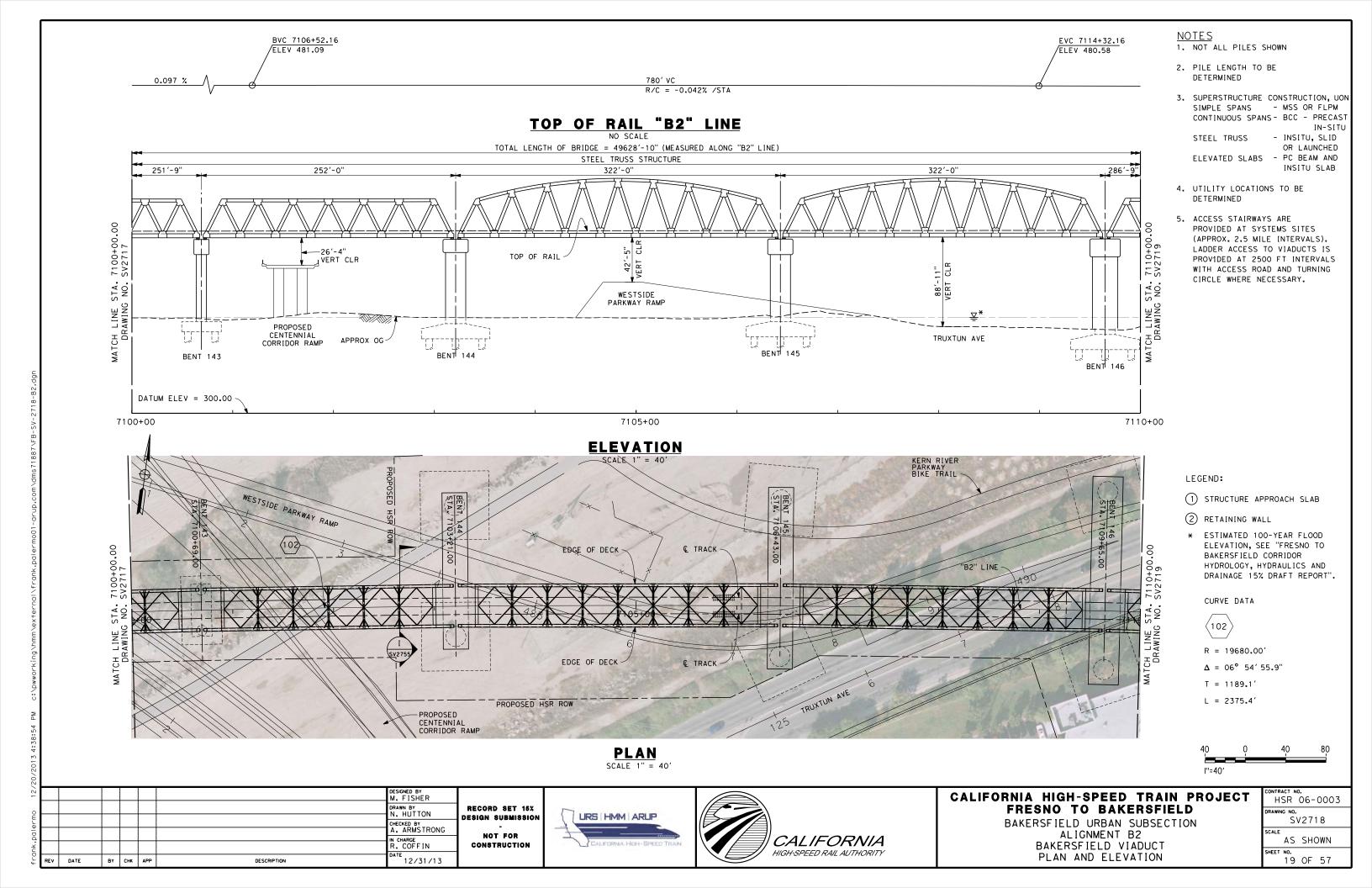
CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

| CONTRACT | ∙₀. 06-0003 |
|------------|----------------|
| DRAWING NO | V2717 |
| SCALE AS | SHOWN |
| SHEET NO | |



NOTES BVC 7106+52.16 EVC 7114+32.16 1. NOT ALL PILES SHOWN ELEV 481.09 ELEV 480.58 2. PILE LENGTH TO BE DETERMINED 780' VC -0.228 % R/C = -0.042% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE IN-SITU - INSITU, SLID STEEL TRUSS TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) OR LAUNCHED ELEVATED SLABS - PC BEAM AND STEEL TRUSS STRUCTURE INSITU SLAB 322'-1" 286'-9" 322'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED TOP OF PARAPET 5. ACCESS STAIRWAYS ARE 7120+00.00 SV2720 MATCH LINE STA. 7110+00.00 DRAWING NO. SV2718 PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE S DRAWING BNSF BNSF TAIL TRACK APPROX OG BENT 148 **BENT 147** BENT 149 DATUM ELEV = 300.00 7115+00 7110+00 7120+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 130 TRUXTUN AVE 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO EDGE OF GUIDEWAY DECK EDGE OF DECK 7110+00.00 E TRACK PROPOSED HSR ROW EDGE OF DECK BAKERSFIELD CORRIDOR "B2" LINE HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA (102) R = 19680.00' $\Delta = 06^{\circ} 54' 55.9''$ EDGE OF DECK EDGE OF DECK € TRACK

T = 1189.1

0775 4/

L = 2375.4'

40 0 40 80

PLAN SCALE 1" = 40'

| URS HMM | ARI | | |
|------------|---------|----------|------|
| 1 | | JP | |
| 1 | | The same | |
| CALIFORNIA | listi S | PEFO TE | PAIR |

BNSF TAIL TRACK

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

PROPOSED HSR ROW

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

EDGE OF GUIDEWAY DECK

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

| CONTRACT NO. HSR 06-0003 |
|--------------------------|
| DRAWING NO. SV2719 |
| SCALE AS SHOWN |
| SHEET NO |

20 OF 57

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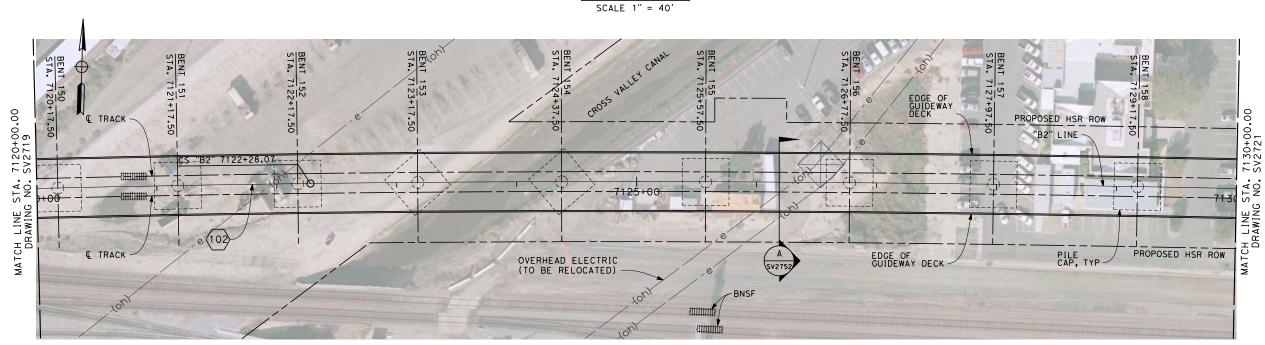
BY CHK APP

DESCRIPTION

BENT 155

ELEVATION

7125+00



LEGEND:

MATCH LINE STA. DRAWING NO.

7130+00

BENT 158

BENT 157

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

- MSS OR FLPM

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

IN-SITU

CURVE DATA



R = 19680.00'

 $\Delta = 06^{\circ} 54'55.9''$

T = 1189.1'

L = 2375.4'



DESIGNED BY M. FISHER DRAWN BY N. HUTTON RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION

DESCRIPTION

APPROX OG

BENT 152

CROSS

VALLEY CANAL

BENT 154

BENT 153

12/31/13

STA. NO.

BENT 150

7120+00

DATE

BY CHK APP

DATUM ELEV = 300.00

BENT 151



PLAN SCALE 1" = 40'



BENT 156

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTR. | | | 0003 | | |
|-----------------------|-----|-----|------|--|--|
| DRAWING NO. SV2720 | | | | | |
| SCALE | | | | | |
| SCALE | AS | SHO | NWC | | |
| SHEET | NO. | | | | |
| | 21 | OF | 57 | | |

NOTES EVC 7114+32.16 ELEV 480.58 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED -0.228 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE IN-SITU STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) INSITU SLAB 120'-0" 120'-0" 100'-0" 100'-0" 120'-0" 120'-0" 120'-0" _120'-0"_ 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED TOP OF PARAPET TOP OF RAIL EXPANSION JOINT, TYP 5. ACCESS STAIRWAYS ARE 7130+00.00 SV2720 PROVIDED AT SYSTEMS SITES 7140+00. SV2722 (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE S DRAWING APPROX OG **BENT 161** BENT 162 **BENT 163** BENT 165 BENT 160 **BENT 164** BENT 166 **BENT 167** BENT 159 DATUM ELEV = 300.00 7135+00 7130+00 7140+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 167 STA. 7139+57.50 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO EDGE OF GUIDEWAY DECK ~ € TRACK BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND "B2" LINE -DRAINAGE 15% DRAFT REPORT". 7135+00 PROPOSED HSR ROW PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

SV2721

AS SHOWN

22 OF 57

BAKERSFIELD URBAN SUBSECTION

ALIGNMENT B2

BAKERSFIELD VIADUCT

PLAN AND ELEVATION

URS HMM ARUP

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE

DATE

BY CHK APP

DESCRIPTION

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

NOT FOR

CONSTRUCTION

CHARGE

DATE

BY CHK APP

DESCRIPTION

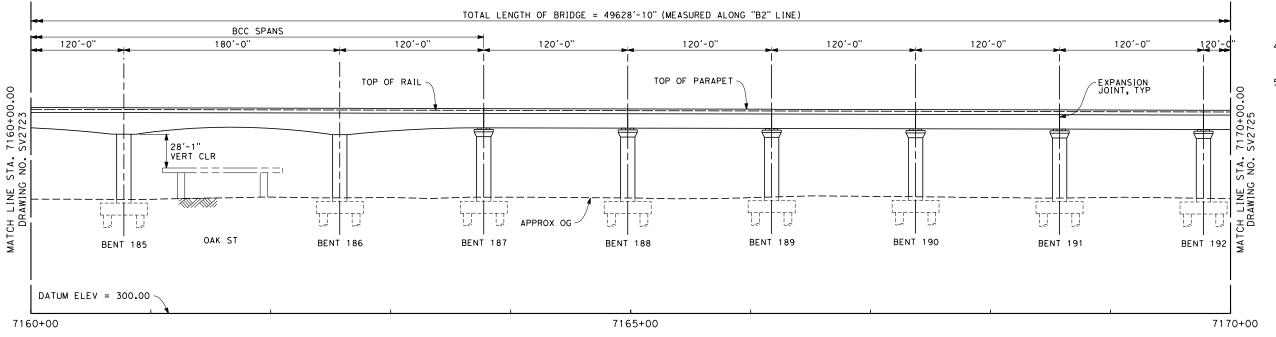
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ALIGNMENT B2

BAKERSFIELD VIADUCT

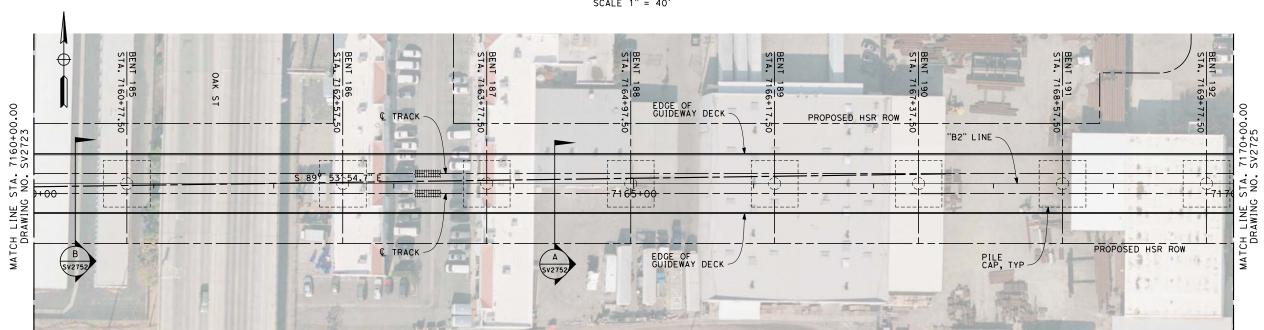
PLAN AND ELEVATION

AS SHOWN



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN

SCALE 1" = 40'



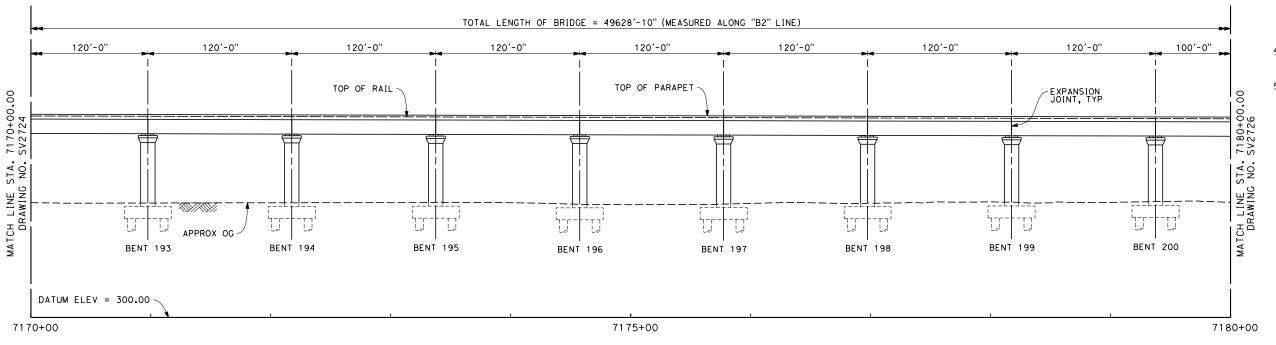
| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|--------------------------|------------------------|
| | | | | | | DRAWN BY N. HUTTON | RECORD SET 15% |
| | | | | | | CHECKED BY | DESIGN SUBMISSION - |
| | | | | | | A. ARMSTRONG IN CHARGE | NOT FOR |
| | | | | | | R. COFFIN | CONSTRUCTION |
| REV | DATE | ВΥ | СНК | APP | DESCRIPTION | 12/31/13 | |

URS HMM ARUP ESIGN SUBMISSION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

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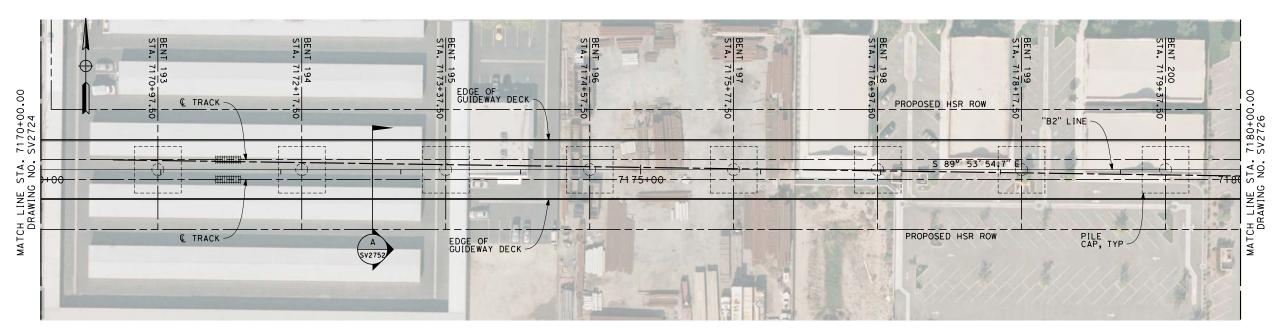


- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

| IN CHARGE R. COFF N |
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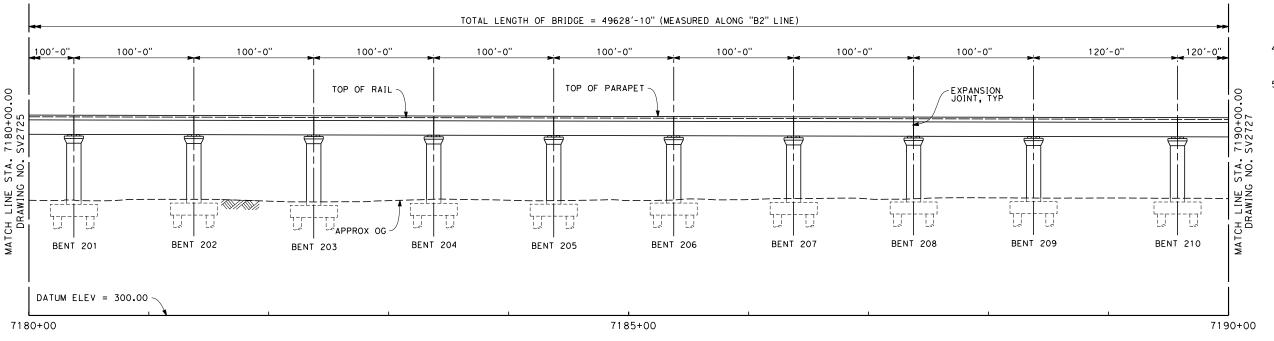




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

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| SCALE | | |
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| SHEET NO. | | |
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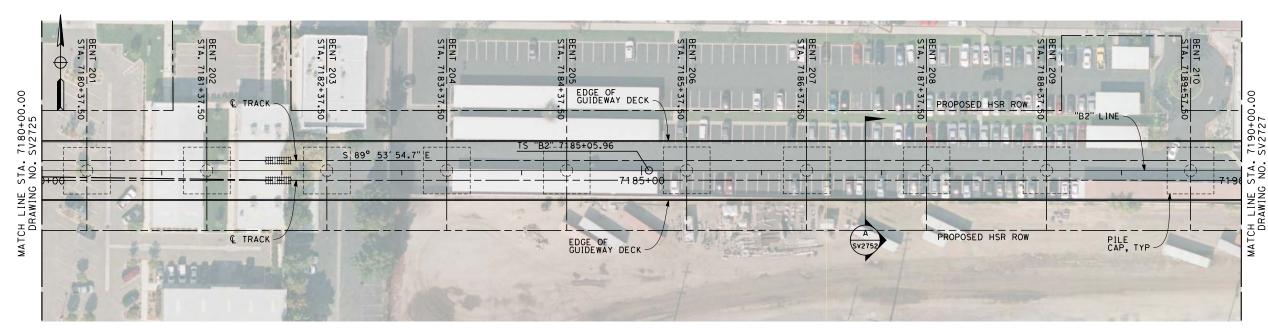
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED ELEVATED SLABS PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

l''=40'

| | | | | | | DESIGNED BY M. FISHER | Π |
|-----|------|----|-----|-----|-------------|--------------------------|---|
| | | | | | | DRAWN BY N. HUTTON | ֡֡֓֞֓֞֞֞֞֞֞֞֞֩֞֡֓֓֓֞֩֞֞֞֩֞֡֓֡֡֡֡֡֡֡֡֡֡֡ |
| | | | | | | CHECKED BY A. ARMSTRONG | 1 |
| | | | | | | IN CHARGE R. COFFIN |] |
| REV | DATE | ВΥ | СНК | APP | DESCRIPTION | 12/31/13 | |

RECORD SET 15%
SESIGN SUBMISSION
OF FOR
CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| | CONTRACT NO. |) | | | | |
|--|-----------------------|-------|--|--|--|--|
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| | DRAWING NO. | | | | | |
| | SV2726 SCALE AS SHOWN | | | | | |
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| | SHEET NO. | | | | | |
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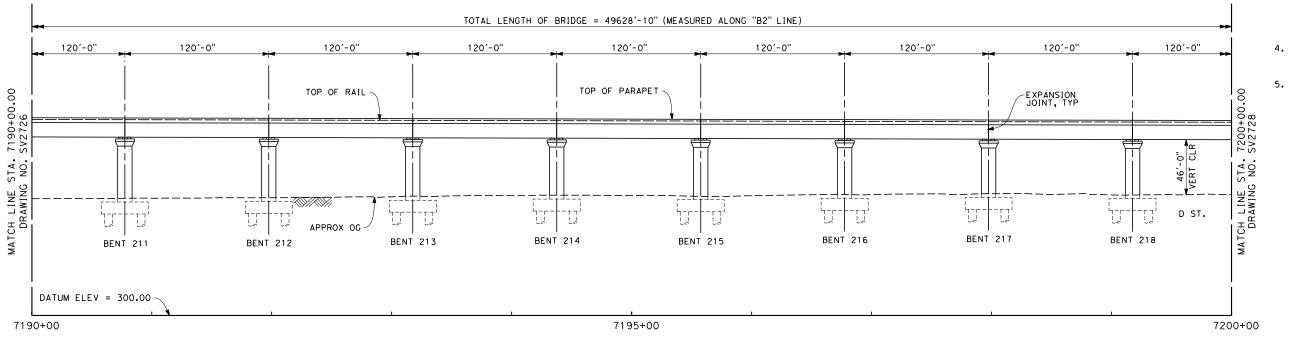
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

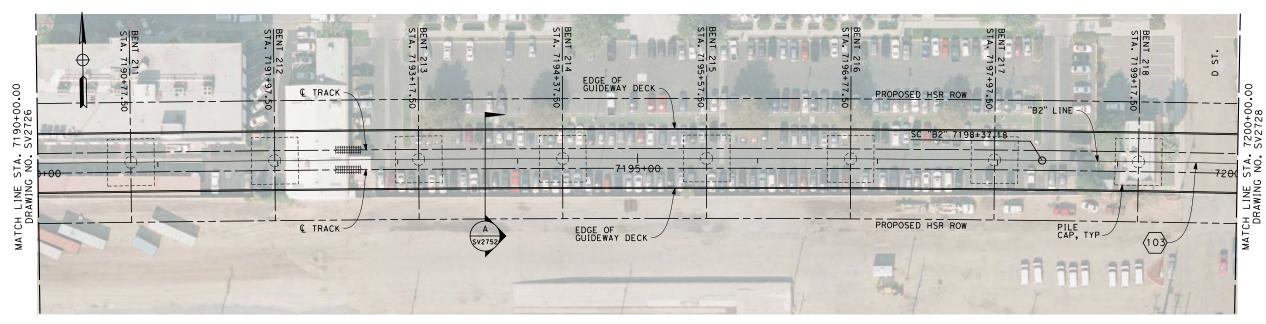
INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

TOP OF RAIL "B2" LINE



ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 23508.34'

 $\Delta = 03^{\circ} 29'24.7''$

T = 716.2'

L = 1432.0'



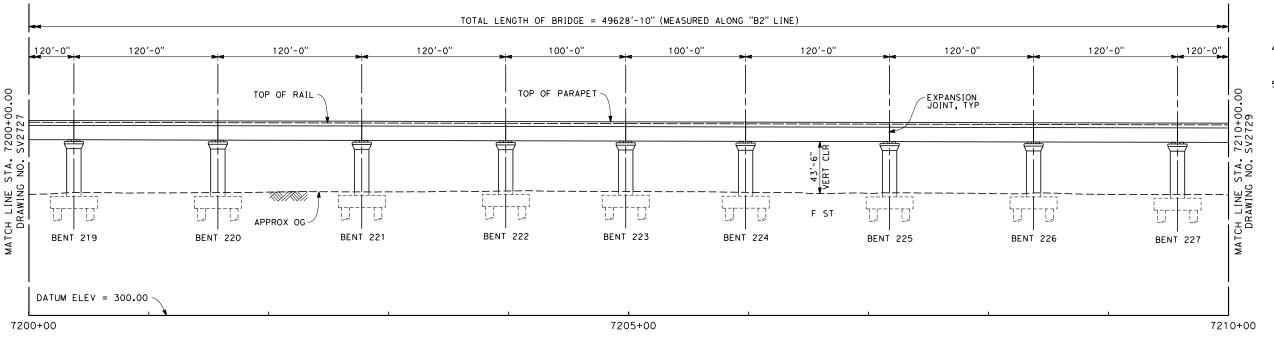
| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|-------------------------|------------------------|
| | | | | | | DRAWN BY | RECORD SET 15% |
| | | | | | | CHECKED BY A. ARMSTRONG | DESIGN SUBMISSION - |
| | | | | | | IN CHARGE R. COFFIN | NOT FOR CONSTRUCTION |
| REV | DATE | ВΥ | СНК | APP | DESCRIPTION | DATE 12/31/13 | |





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| | CONTRACT NO. | | | | |
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| | DRAWING NO. | | | | |
| SV2727 | | | | | |
| | SCALE | | | | |
| | AS SHOWN | | | | |
| | SHEET NO. | | | | |
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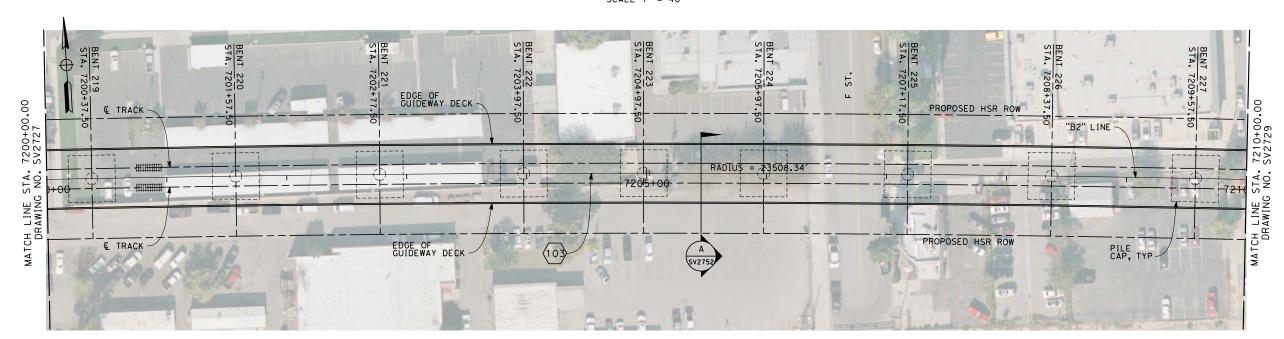
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST IN-SITU
- STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 ELEVATED SLABS PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

URS | HMM | ARUP



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 23508.34'

 $\Delta = 03^{\circ} 29' 24.7''$

T = 716.2'

L = 1432.0'

40 0 40 80

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

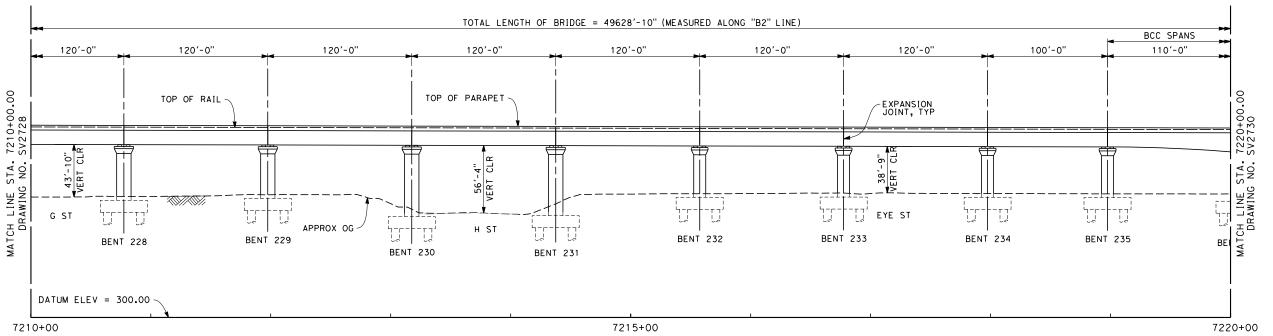
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| DRAWIN | G NO. | |
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| SCALE | | |
| | AS | SHOWN |
| SHEET | NO. | |

NOTES

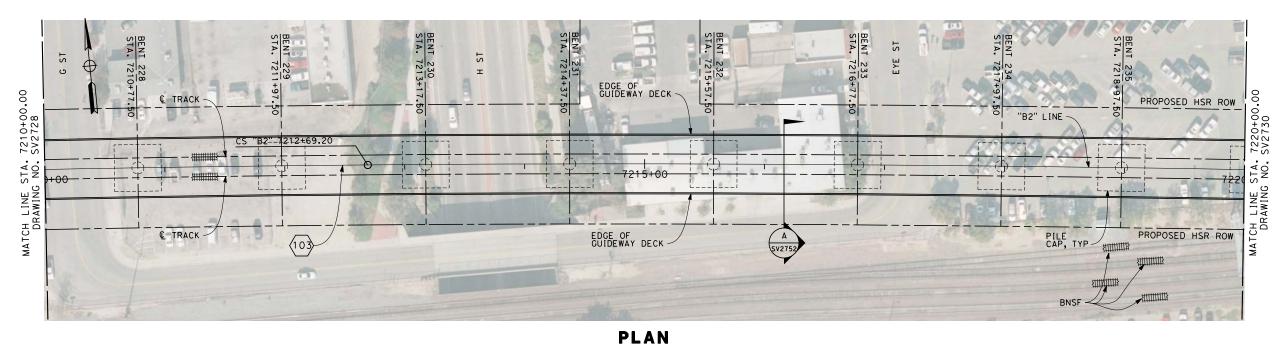
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST IN-SITU
- STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 ELEVATED SLABS PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.



ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 23508.34'

 $\Delta = 03^{\circ} 29'24.7''$

T = 716.2'

L = 1432.0'

- 113210



DESIGNED BY
M. FISHER
DRAWN BY
N. HUTTON
CHECKED BY
A. ARMSTRONG

DESIGN SUBMISSION

DESCRIPTION

DATE

BY CHK APP



NOT FOR

CONSTRUCTION

CHARGE

12/31/13

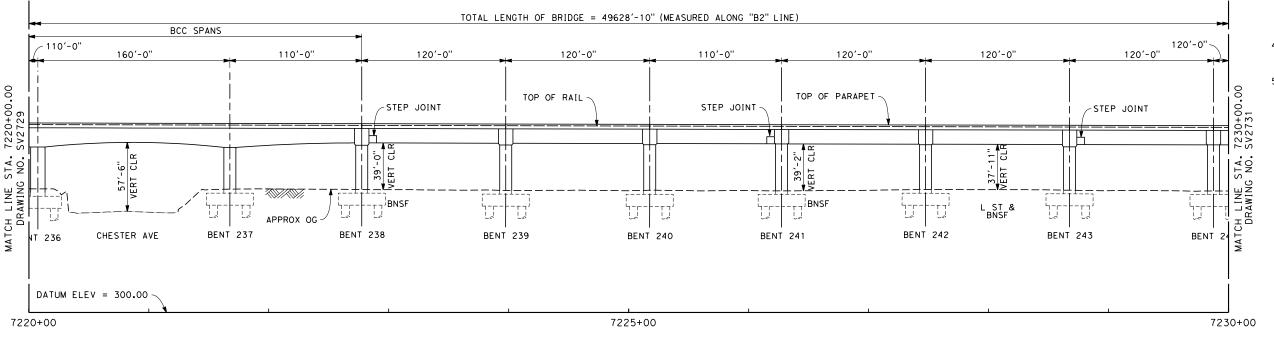
SCALE 1" = 40'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

| | CONTRACT NO. HSR 06-0003 | | | |
|-------------|--------------------------|--|--|--|
| DRAWING NO. | | | | |
| | SV2729 | | | |
| | 572729 | | | |
| | SCALE | | | |
| | | | | |
| | AS SHOWN | | | |
| | 7.5 51101111 | | | |
| | SHEET NO. | | | |



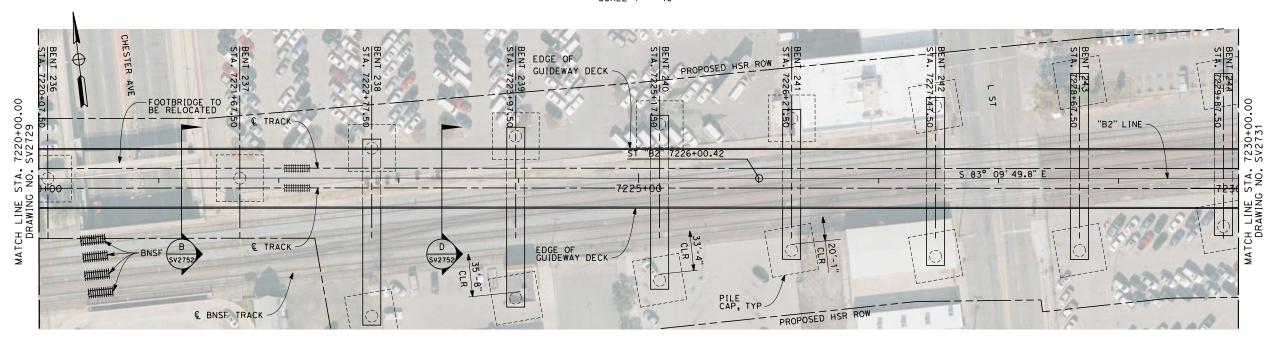
N<u>OTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

| M. DRA N. CHE | M. FISHER M. FISHER M. HUTTON HECKED BY A. ARMSTRONG N. CHARGE R. COFFIN 12/31/13 | RECORD SET 15% DESIGN SUBMISSION - NOT FOR CONSTRUCTION |
|---------------|--|---|
|---------------|--|---|

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| | CONTRACT N | 06-0003 | | |
|--------|-------------|---------|--|--|
| | DRAWING NO. | | | |
| SV2730 | | | | |
| | SCALE | | | |
| | AS | SHOWN | | |
| | SHEET NO. | | | |
| | 31 | OF 57 | | |

HIGH-SPEED RAIL AUTHORITY

HEET NO. 32 OF 57

PLAN AND ELEVATION

CONSTRUCTION

12/31/13

DATE

BY CHK APP

DESCRIPTION

<u>NOTES</u> BVC 7243+65.01 EVC 7253+65.01 1. NOT ALL PILES SHOWN ELEV 451.14 ELEV 450.00 2. PILE LENGTH TO BE DETERMINED 1000' VC R/C = 0.023% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) INSITU SLAB CONTINUOUS CONSTRUCTION 120'-0" 120'-0" 120'-0" 120'-0" 130'-0" 120'-0" 140'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES EXPANSION JOINT, TOP OF PARAPET TOP OF RAIL -(APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. 43'-4" VERT CLR MATCH LINE STA. DRAWING NO. MATCH LINE S DRAWING CANAL APPROX OG -Q ST BENT 255 BENT 256 BENT 259 BENT 260 BENT 253 BENT 254 BENT 258 BENT 257 DATUM ELEV = 300.00 7240+00 7245+00 7250+00 **ELEVATION** BENT 260 STA. 7249 LEGEND: 1 STRUCTURE APPROACH SLAB & STATION TRACK -2 RETAINING WALL EDGE OF GUIDEWAY DECK "B2" LINE PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD E TRACK ELEVATION, SEE "FRESNO TO 7240+00.00 SV2731 BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND ______ DRAINAGE 15% DRAFT REPORT". STA. NO. _____ MATCH LINE S DRAWING E TRACK PROPOSED HSR ROW EDGE OF GUIDEWAY DECK & STATION TRACK SV2755 **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD URS HMM ARUP DESIGN SUBMISSION SV2732 BAKERSFIELD URBAN SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT B2 NOT FOR **CALIFORNIA** CHARGE AS SHOWN BAKERSFIELD VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY 33 OF 57 PLAN AND ELEVATION 12/31/13 DATE BY CHK APP DESCRIPTION

<u>NOTES</u> BVC 7243+65.01 EVC 7253+65.01 1. NOT ALL PILES SHOWN ELEV 451.14 ELEV 450.00 2. PILE LENGTH TO BE DETERMINED 0.000% 1000' VC R/C = 0.023% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) INSITU SLAB CONTINUOUS CONSTRUCTION 4. UTILITY LOCATIONS TO BE 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 152'-6" 100'-0" DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES TOP OF RAIL TOP OF PARAPET EXPANSION JOINT, (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. PLATFORM NOT SHOWN MATCH LINE S DRAWING 7. APPROX OG BENT 262 **BENT 263** BENT 264 **BENT 265 BENT 266** BENT 261 **BENT 267** BENT 268 DATUM ELEV = 300.00 7250+00 7255+00 7260+00 **ELEVATION** SCALE 1" = 40' BENT 261 STA. 7250+37.50 BENT 264 STA, 7253+97,50 LEGEND: 1) STRUCTURE APPROACH SLAB EDGE OF GUIDEWAY DECK & STATION TRACK 2 RETAINING WALL PROPOSED HSR ROW PLATFORM "B2" LINE -* ESTIMATED 100-YEAR FLOOD € TRACK ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR 7260+00.(SV2734 HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". STA. NO. TCH LINE S DRAWING C TRACK - PLATFORM PROPOSED HSR ROW EDGE OF GUIDEWAY DECK & STATION TRACK SV2755 **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT DRAWN BY N. HUTTON RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2733 BAKERSFIELD URBAN SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT B2 NOT FOR CHARGE **CALIFORNIA** BAKERSFIELD VIADUCT CONSTRUCTION

12/31/13

DATE

BY CHK APP

DESCRIPTION

HIGH-SPEED RAIL AUTHORITY

HSR 06-0003 AS SHOWN 4EET NO. 34 OF 57

PLAN AND ELEVATION

12/31/13

DATE

BY CHK APP

DESCRIPTION

PLAN AND ELEVATION

DATE

BY CHK APP

DESCRIPTION

12/31/13

DATE

BY CHK APP

DESCRIPTION

HIGH-SPEED RAIL AUTHORITY

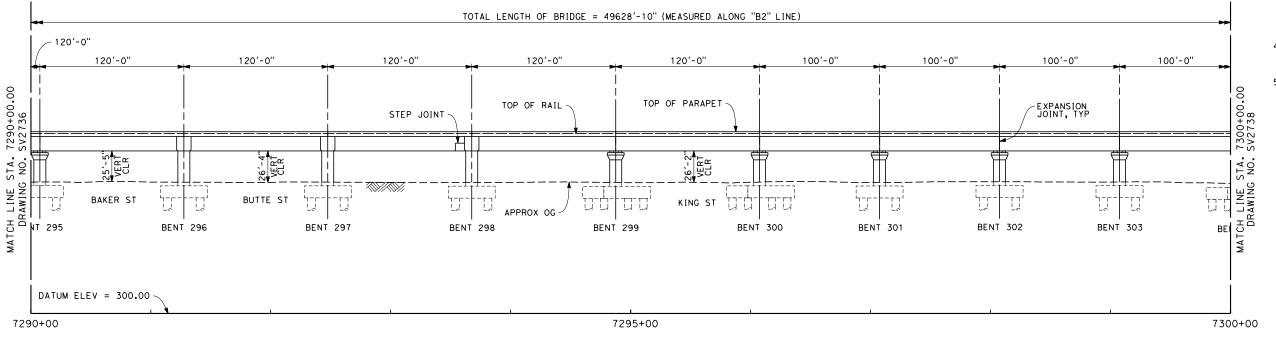
<u>NOTES</u>

HEET NO. 37 OF 57

BVC 7316+71.32

PLAN AND ELEVATION

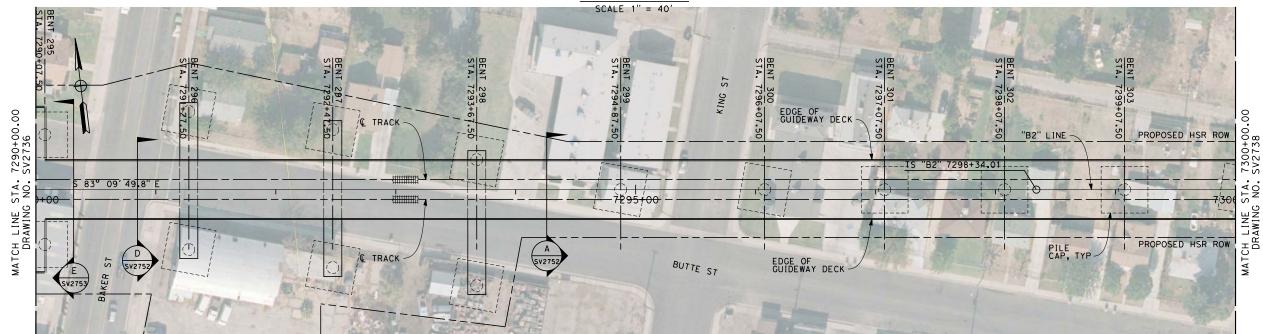




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN

SCALE 1" = 40'



| | | | DESIGNED BY M. FISHER | İ |
|--|--|--|--------------------------|----|
| | | | DRAWN BY N. HUTTON | F |
| | | | CHECKED BY | DE |
| | | | A. ARMSTRONG IN CHARGE | İ |
| | | | R. COFFIN | ĺ |
| | | | OATE | |

DESCRIPTION

BY CHK APP

DATE

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION

12/31/13



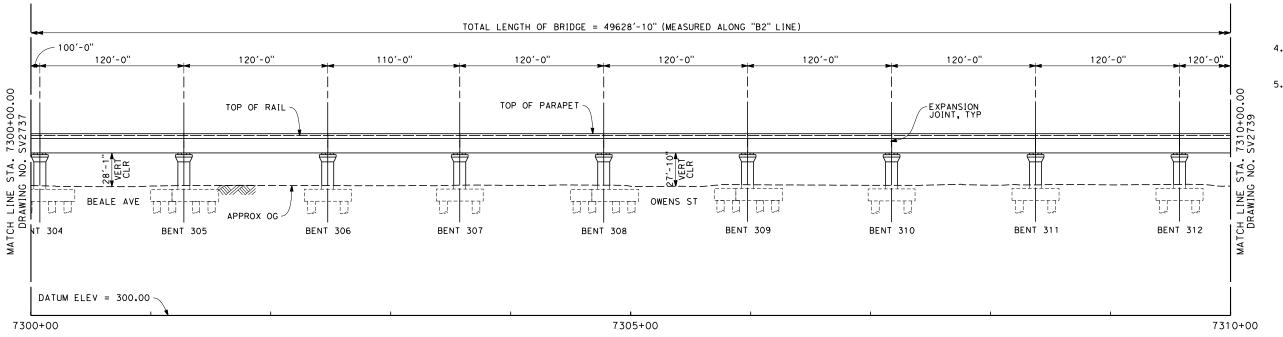


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTR | | | | | | | | |
|--------|--------|-----|------|--|--|--|--|--|
| l H | SR | 06- | 0003 | | | | | |
| DRAWIN | | | | | | | | |
| | SV2737 | | | | | | | |
| SCALE | | | | | | | | |
| | ΑS | SHO | NWC | | | | | |
| SHEET | | | | | | | | |
| | 38 | OF | 57 | | | | | |
| | | | | | | | | |



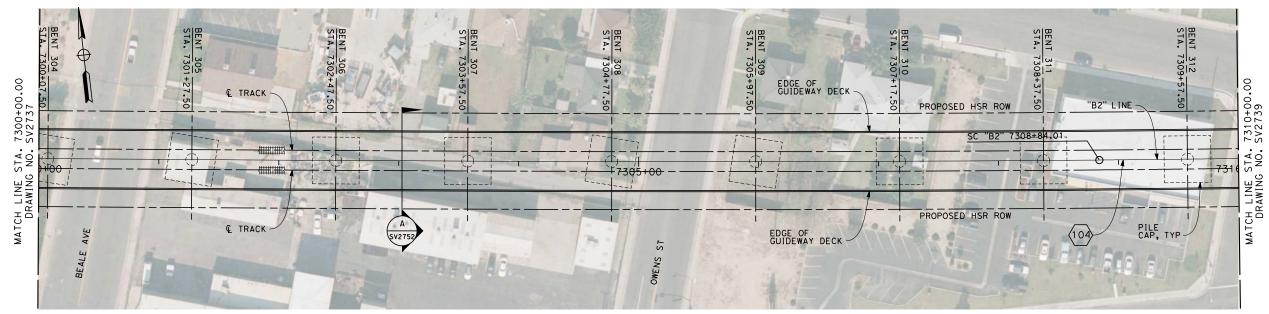


NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST IN-SITU
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
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 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 33008.25'

 $\Delta = 04^{\circ} 48'31.6"$

T = 1386.0'

L = 2770.3'

40 0 40 80

| | | DESIGNED BY M. FISHER | |
|--|--|-----------------------|-------|
| | | DRAWN BY N. HUTTON | REC |
| | | CHECKED BY | DESIG |
| | | A. ARMSTRONG | |

DESCRIPTION

DATE

BY CHK APP

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION

CHARGE

12/31/13



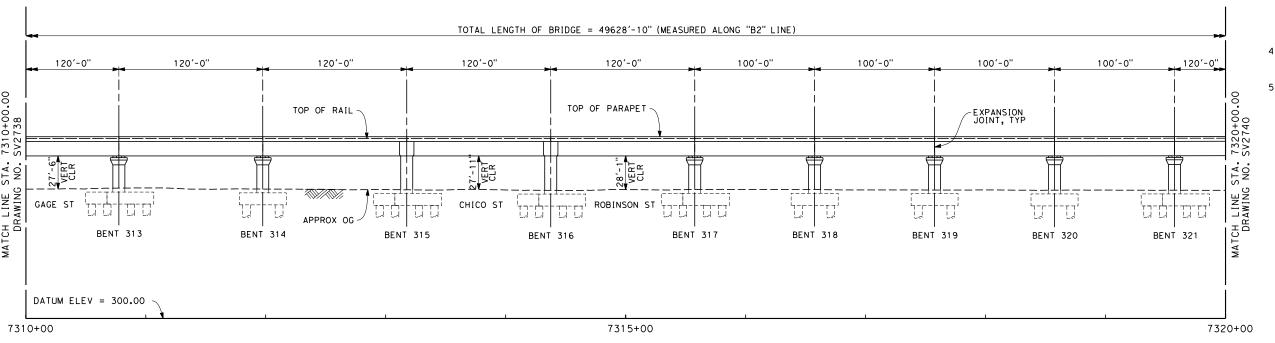


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

| CONTRACT NO. | | | | | | |
|--------------|--|--|--|--|--|--|
| HSR 06-0003 | | | | | | |
| DRAWING NO. | | | | | | |
| SV2738 | | | | | | |
| SCALE | | | | | | |
| AS SHOWN | | | | | | |
| A | | | | | | |





NOTES

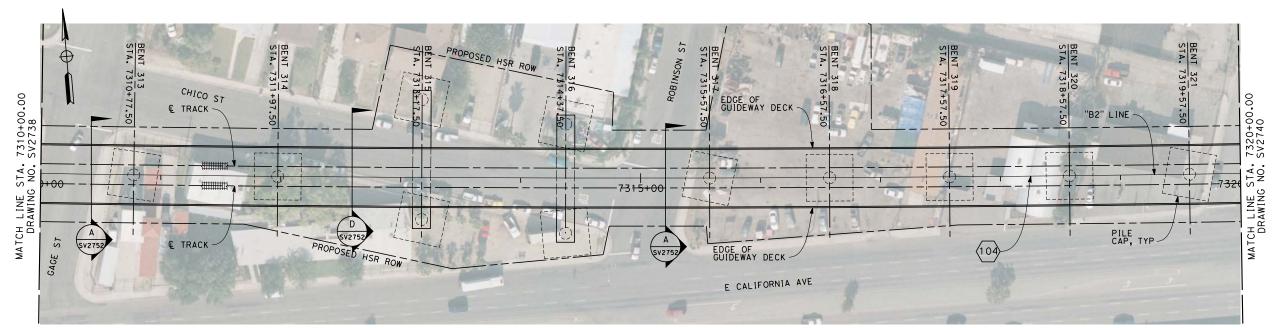
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 33008.25'

 $\Delta = 04^{\circ} 48' 31.6"$

T = 1386.0'

L = 2770.3'



| | | DESIGNED BY M. FISHER | | |
|--|--|-----------------------|-----|---|
| | | DRAWN BY | | |
| | | CHECKED BY | | D |
| | | A. ARMSTR | ONG | |
| | | IN CHARGE | | ı |

DESCRIPTION

BY CHK APP

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

12/31/13

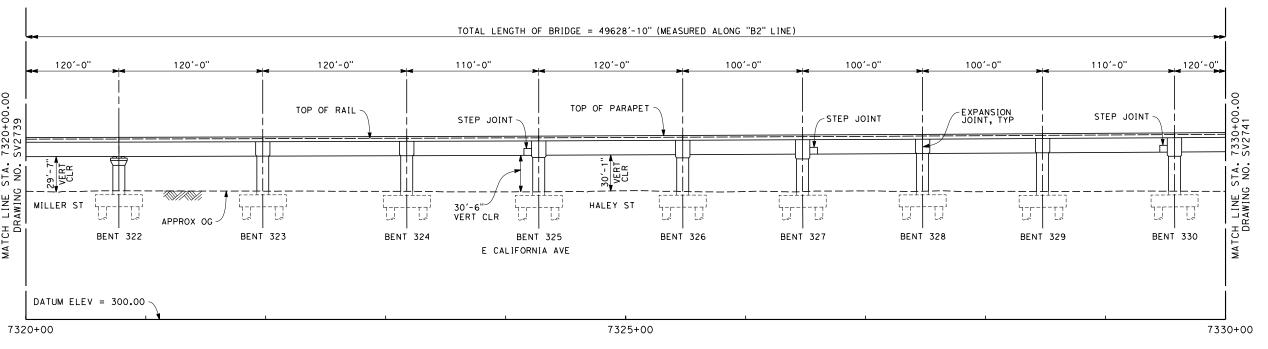




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT NO. HSR 06-0003 | | | | | | |
|--------------------------|--|--|--|--|--|--|
| DRAWING NO. | | | | | | |
| SV2739 | | | | | | |
| SCALE | | | | | | |
| AS SHOWN | | | | | | |
| CHEET NO | | | | | | |



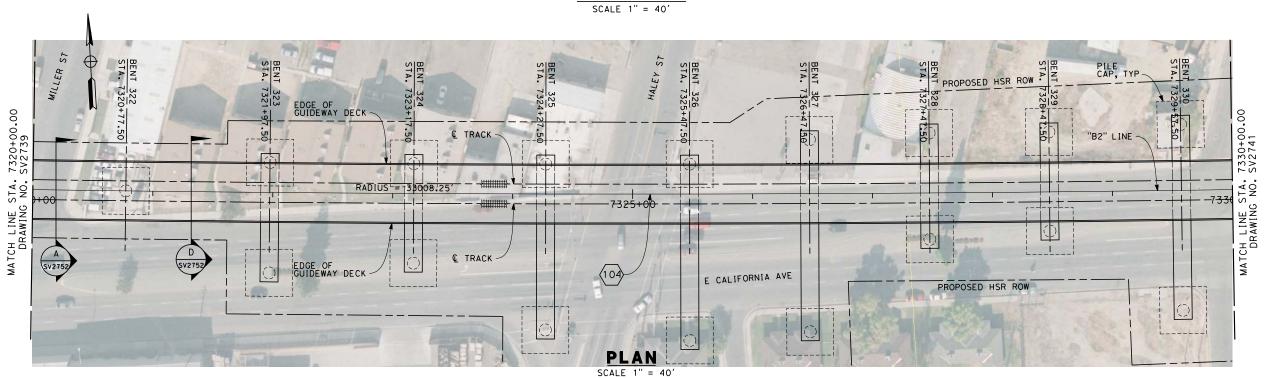
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
- INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

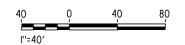


R = 33008.25'

 $\Delta = 04^{\circ} 48'31.6"$

T = 1386.0'

L = 2770.3'



| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|--------------------------|---|
| | | | | | | DRAWN BY N. HUTTON | i |
| | | | | | | CHECKED BY | • |
| | | | | | | A. ARMSTRONG IN CHARGE | l |
| | | | | | | R. COFFIN | l |
| REV | DATE | BY | СНК | APP | DESCRIPTION | DATE 12/31/13 | |



RECORD SET 15%

NOT FOR

CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT NO. HSR 06-0003 | | | | | |
|--------------------------|--|--|--|--|--|
| DRAWING NO. | | | | | |
| SV2740 | | | | | |
| 372140 | | | | | |
| SCALE | | | | | |
| AS SHOWN | | | | | |
| | | | | | |
| SHEET NO. | | | | | |

HIGH-SPEED RAIL AUTHORITY

CONSTRUCTION

12/31/13

DATE

BY CHK APP

DESCRIPTION

BAKERSFIELD VIADUCT

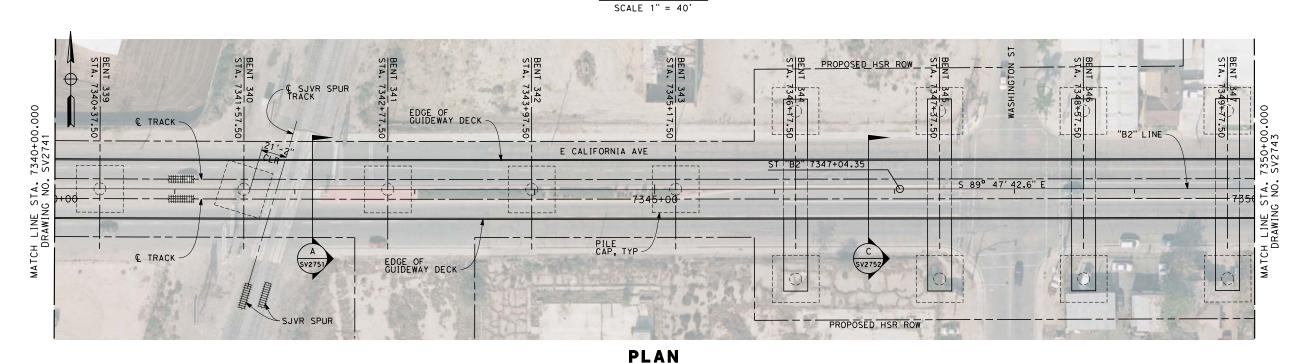
PLAN AND ELEVATION

ELEVATION

7345+00

BENT 343

BENT 344



LEGEND:

1) STRUCTURE APPROACH SLAB

(APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

- MSS OR FLPM

- INSITU, SLID OR LAUNCHED

INSITU SLAB

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

BENT 342

URS HMM ARUP

SCALE 1" = 40'



E CALIFORNIA AVE

BENT 346

BENT 345

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

BENT 347

7350+00

| , | CONTRACT NO. |
|---|--------------|
| | HSR 06-0003 |
| | DRAWING NO. |
| | SV2742 |
| | SCALE |
| | AS SHOWN |
| | SHEET NO. |

43 OF 57

MATCH LINE STA. DRAWING NO.

7340+00

BENT 339

DATUM ELEV = 300.00

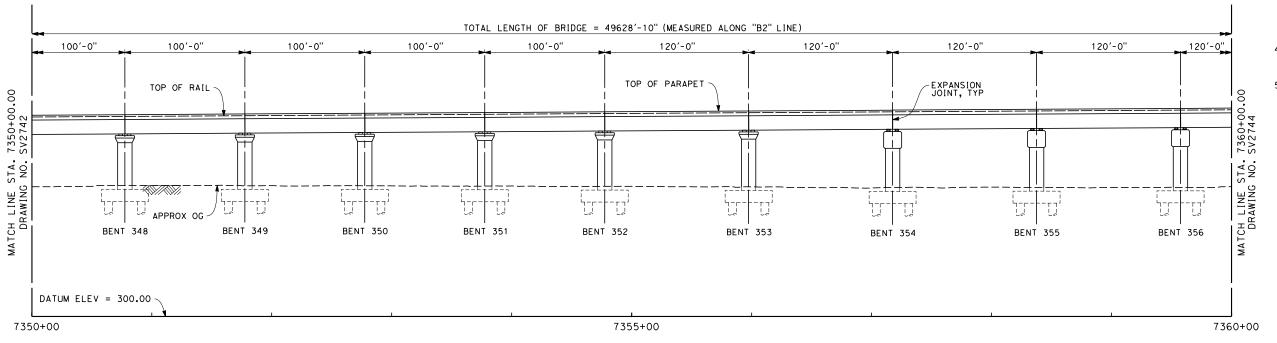
APPROX OG

BENT 340

BENT 341

DESIGNED BY M. FISHER DRAWN BY N. HUTTON CHECKED BY
A. ARMSTRONG CHARGE 12/31/13 DATE BY CHK APP DESCRIPTION



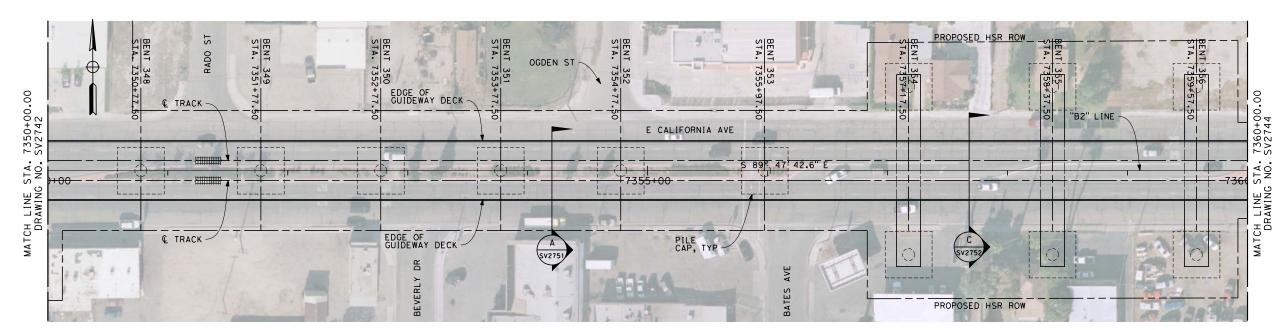


NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

| | | | | | | DESIGNED BY M. FISHER DRAWN BY N. HUTTON CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE | RECORD SET 15% DESIGN SUBMISSION - NOT FOR CONSTRUCTION |
|-----|------|----|-----|-----|-------------|---|---|
| REV | DATE | BY | СНК | APP | DESCRIPTION | 12/31/13 | |

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

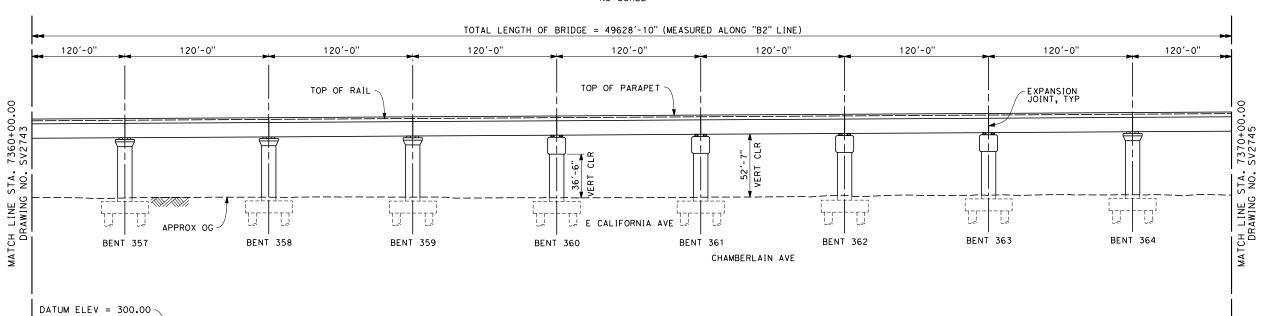
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| | H | SR | 06- | 0003 |
| 0 | RAWIN | G NO. | | |
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| s | CALE | | | |
| | | AS | SHC | NWC |
| s | HEET | NO. | | |
| | | 44 | OF | 57 |

NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
- STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

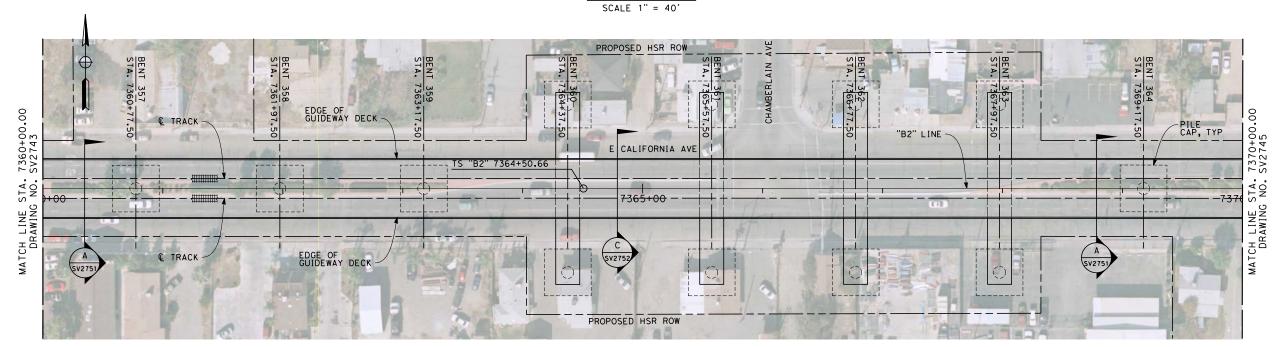
INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.



ELEVATION

7365+00



LEGEND:

7370+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

> CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| 40 | 0 | 40 | 80 |
|---------|----------|----|---------|
| 7 | <u>`</u> | 70 | <u></u> |
| <u></u> | | | |

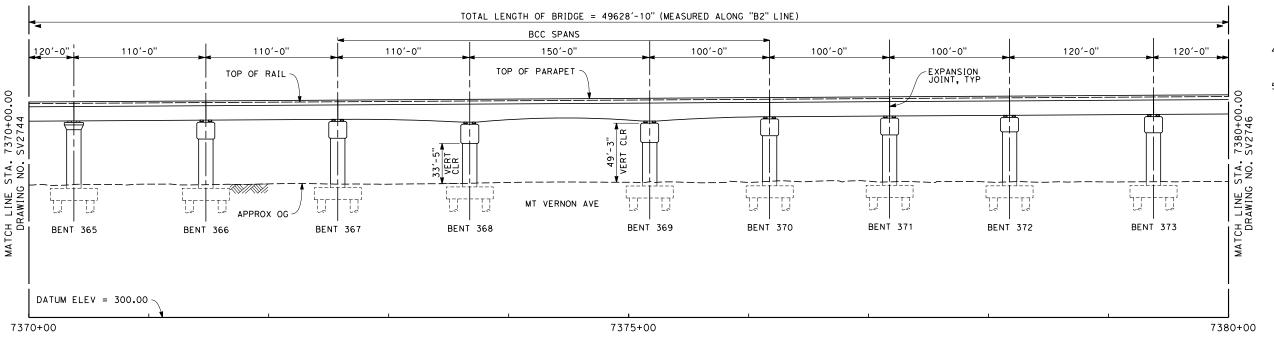
| | | | | | | M. FISHER | |
|-----|------|----|-----|-----|-------------|------------------------|-------------------|
| | | | | | | DRAWN BY N. HUTTON | RECORD SET 15% |
| | | | | | | CHECKED BY | DESIGN SUBMISSION |
| | | | | | | A. ARMSTRONG IN CHARGE | NOT FOR |
| | | | | | | R. COFFIN | CONSTRUCTION |
| REV | DATE | BY | СНК | APP | DESCRIPTION | 12/31/13 | |

7360+00

URS HMM ARUP



HSR 06-0003 SV2744 AS SHOWN

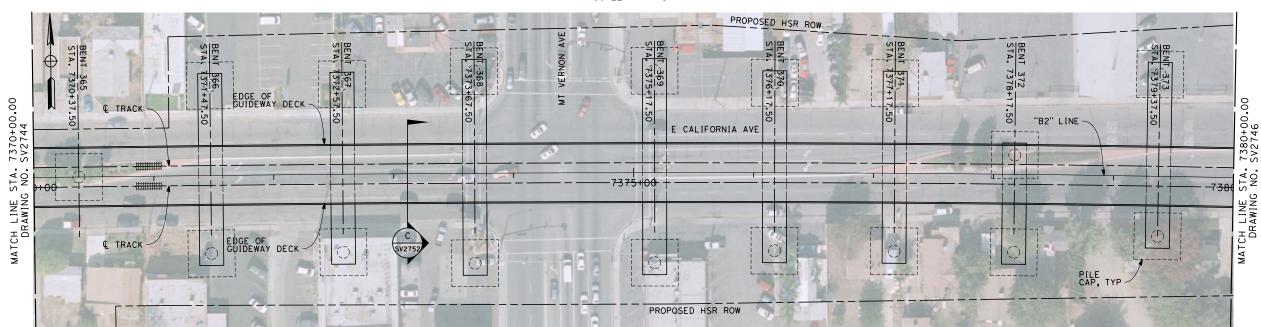


NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN

SCALE 1" = 40'



| | | | | | | DESIGNED BY M. FISHER | |
|-----|------|----|-----|-----|-------------|--------------------------|-------------------------|
| | | | | | | DRAWN BY N. HUTTON | RECORD SET 15% |
| | | | | | | CHECKED BY A. ARMSTRONG | DESIGN SUBMISSION - |
| | | | | | | IN CHARGE R. COFFIN | NOT FOR CONSTRUCTION |
| REV | DATE | BY | СНК | APP | DESCRIPTION | DATE 12/31/13 | |





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

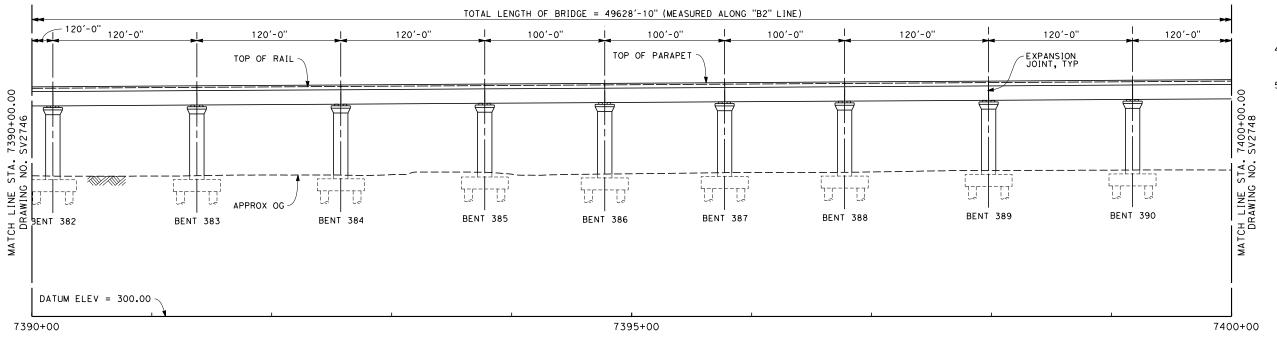
| CONTRACT NO. HSR 06-0003 |
|--------------------------|
| DRAWING NO. |
| SV2745 |
| SCALE |
| AS SHOWN |
| SHEET NO |

12/31/13

DATE

BY CHK APP

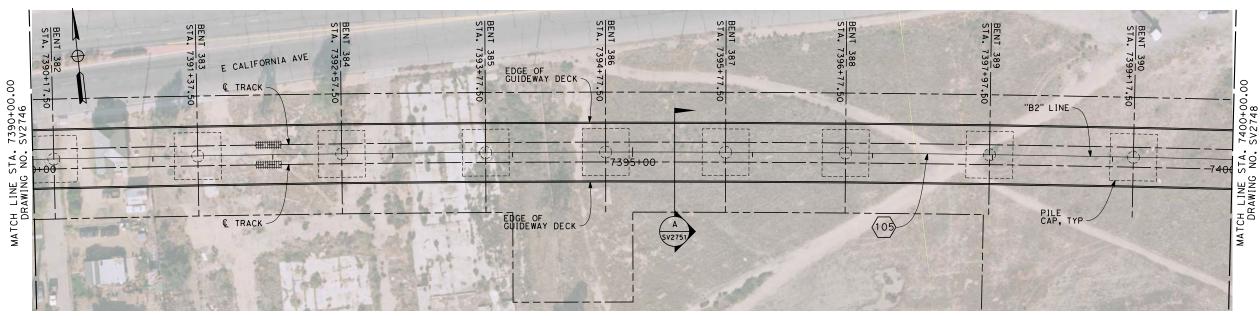
DESCRIPTION



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
- ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.33'

 $\Delta = 11^{\circ} 44'00.5''$

T = 2055.9'

L = 4097.5'



| v | | | | | | | | |
|--------|-----|------|----|-----|-----|-------------|-----------------------|----|
| 2 | | | | | | | DESIGNED BY M. FISHER | |
| 2 | | | | | | | DRAWN BY N. HUTTON | Ę |
| = D | | | | | | | CHECKED BY | PE |
| Š | | | | | | | A. ARMSTRONG | İ |
| ż | | | | | | | R. COFFIN | ı |
| 5 | REV | DATE | ВΥ | СНК | APP | DESCRIPTION | DATE 12/31/13 | ı |

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTRACT HSF | | 6-000 | 3 |
|-----------------|-----|-------|---|
| DRAWING I | | 2747 | |
| SCALE A | s s | SHOWN | |
| SHEET NO | | | |

NOTES BVC 7402+74.15 EVC 7414+74.15 1. NOT ALL PILES SHOWN ELEV 497.72 ELEV 500.82 2. PILE LENGTH TO BE DETERMINED 1200' VC R/C = -0.056% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B2" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49628'-10" (MEASURED ALONG "B2" LINE) INSITU SLAB 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE TOP OF RAIL ~ EXPANSION JOINT, TYP TOP OF PARAPET DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES 7410+00.0 SV2749 (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. QUANTICO AVE APPROX OG -BENT BENT 397 BENT 392 BENT 398 BENT 396 **BENT 393** BENT 394 BENT 395 DATUM ELEV = 300.00 7400+00 7405+00 7410+00 **ELEVATION** SCALE 1" = 40' EAST SIDE CANAL LEGEND: REALIGNED EAST SIDE CANAL 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK ELEVATION. SEE "FRESNO TO & TRACK PROPOSED HSR ROW BAKERSFIELD CORRIDOR "B2" LINE HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA 405+00 (105) CH R = 20008.33'PROPOSED HSR ROW € TRACK $\Delta = 11^{\circ} 44'00.5''$ T = 2055.9'

> PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| _ | CONTRACT NO. |
|---|--------------|
| | HSR 06-0003 |
| | DRAWING NO. |
| | SV2748 |
| | SCALE |
| | AS SHOWN |
| | SHEET NO. |
| | 49 OF 57 |

L = 4097.5'

DESIGNED BY M. FISHER DRAWN BY N. HUTTON DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG CHARGE

DESCRIPTION

DATE

BY CHK APP



RECORD SET 15%

NOT FOR

CONSTRUCTION

12/31/13



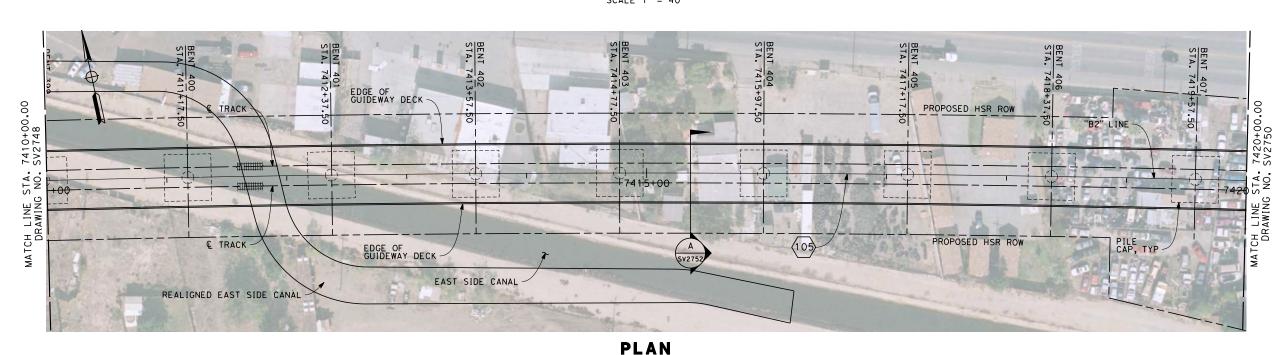
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

7415+00



LEGEND:

7420+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.33'

 $\Delta = 11^{\circ} 44'00.5"$

T = 2055.9'

L = 4097.5'



DESIGNED BY M. FISHER DRAWN BY N. HUTTON CHECKED BY
A. ARMSTRONG CHARGE 12/31/13 DATE BY CHK APP DESCRIPTION

DATUM ELEV = 300.00

7410+00

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION



SCALE 1" = 40'



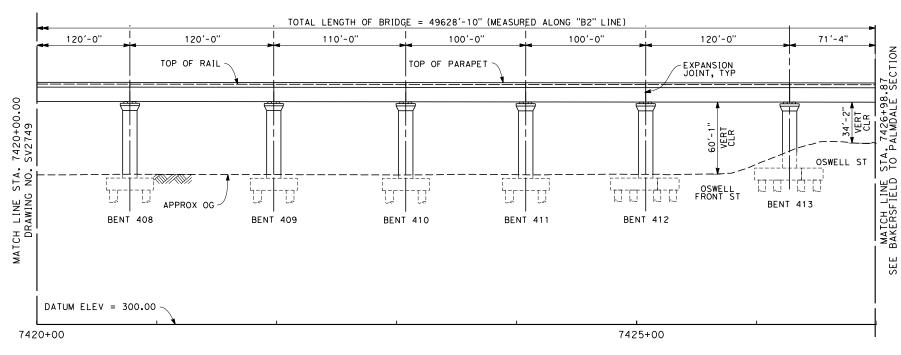
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

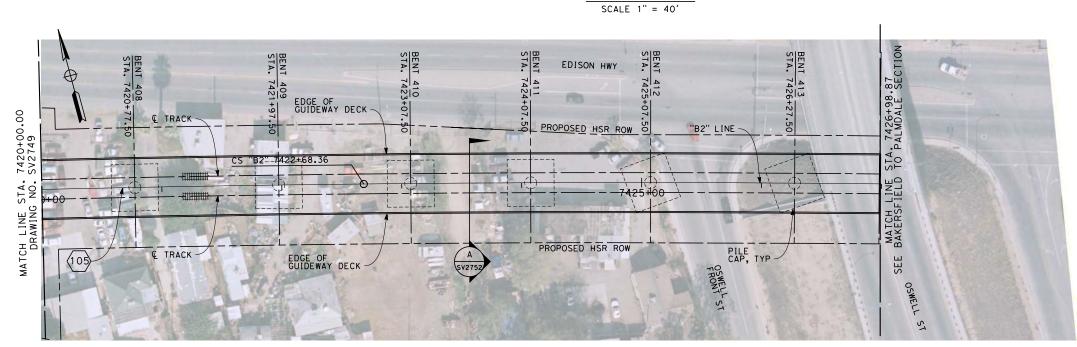
| CONTRACT N | NO. |
|-------------|---------|
| HSR | 06-0003 |
| DRAWING NO. | |
| S | V2749 |
| SCALE | |
| AS | SHOWN |
| SHEET NO. | |
| 50 | OF 57 |

E<u>VC 7414+74.1</u>5 ELEV 500.82 -0.080 %

TOP OF RAIL "B2" LINE



ELEVATION



PLAN SCALE 1" = 40'

RECORD SET 15% DESIGN SUBMISSION CONSTRUCTION

NOT FOR

DESIGNED BY M. FISHER

DRAWN BY N. HUTTON

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13





NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.33'

 $\Delta = 11^{\circ} 44'00.5"$

T = 2055.9'

L = 4097.5'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

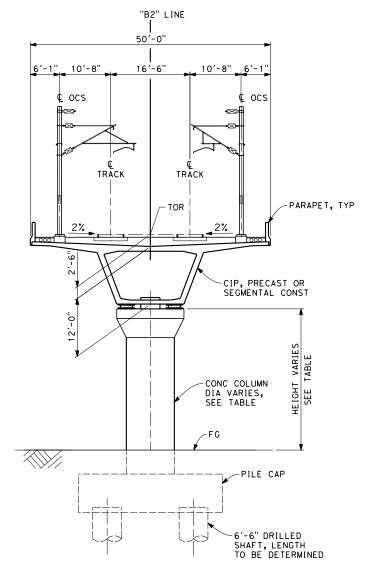
BAKERSFIELD URBAN SUBSECTION ALIGNMENT B2 BAKERSFIELD VIADUCT PLAN AND ELEVATION

| CONTR | ACT N | 0. | | |
|--------|--------|------|------|--|
| Н | SR | 06- | 0003 | |
| DRAWIN | IG NO. | | | |
| | S١ | /275 | 50 | |
| SCALE | | | | |
| | AS | SHO | NWC | |
| SHEET | NO. | | | |
| | 51 | OF | 57 | |

DATE

BY CHK APP

DESCRIPTION

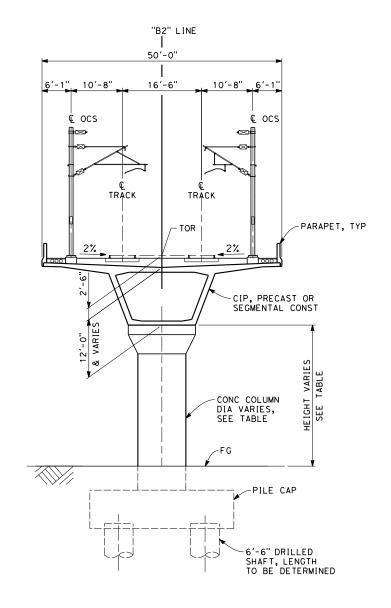


SECTION A

SCALE: 1"=10'

| STA 6930+70.00 |) THROUGH | 6943+71.50 | STA | 7149+77.50 | THROUGH | 7159+57.50 |
|----------------|-----------|------------|-----|------------|---------|------------|
| STA 6946+93.50 | THROUGH | 6998+53.50 | STA | 7163+77.50 | THROUGH | 7218+97.50 |
| STA 7002+93.50 |) THROUGH | 7010+13.50 | STA | 7293+67.50 | THROUGH | 7313+17.50 |
| STA 7024+13.50 | THROUGH | 7054+13.50 | STA | 7314+37.50 | THROUGH | 7321+97.50 |
| STA 7055+33.50 | THROUGH | 7057+73.50 | STA | 7337+97.50 | THROUGH | 7346+17.50 |
| STA 7058+93.50 | THROUGH | 7077+73.50 | STA | 7349+77.50 | THROUGH | 7357+17.50 |
| STA 7081+83.50 | THROUGH | 7082+83.50 | STA | 7359+57.50 | THROUGH | 7364+37.50 |
| STA 7083+83.50 | THROUGH | 7095+65.00 | STA | 7367+97.50 | THROUGH | 7371+47.50 |
| STA 7118+96.00 | THROUGH | 7145+57.50 | STA | 7385+37.50 | THROUGH | 7426+98.87 |
| | | | | | | |

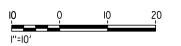
| COLUMN D | IAMETERS |
|---------------------|----------|
| HEIGHT TO SOFFIT | DIAMETER |
| 0-20 | 8 FT |
| 20-40 | 10 FT |
| 40-50 | 12 FT |
| 50-60 | 15 FT |
| 60-80 | 20 FT |
| 80-100 | 25 FT |



SECTION B

SCALE: 1"=10'

STA 6998+53.50 THROUGH 7002+93.50 STA 7077+73.50 THROUGH 7081+83.50 STA 7145+57.50 THROUGH 7149+77.50 STA 7159+57.50 THROUGH 7163+77.50 STA 7218+97.50 THROUGH 7222+77.50



| 72/ | | | | | | | | |
|--------|-----|------|----|-----|-----|-------------|-------------------------|-----------|
| 27.20 | | | | | | | DESIGNED BY M. FISHER | |
| mo 12 | | | | | | | DRAWN BY N. HUTTON | RE DES |
| ė | | | | | | | CHECKED BY A. ARMSTRONG |] DES |
| ank.pa | | | | | | | IN CHARGE R. COFF[N |] c |
| 1 | REV | DATE | ВΥ | СНК | APP | DESCRIPTION | 12/31/13 | |

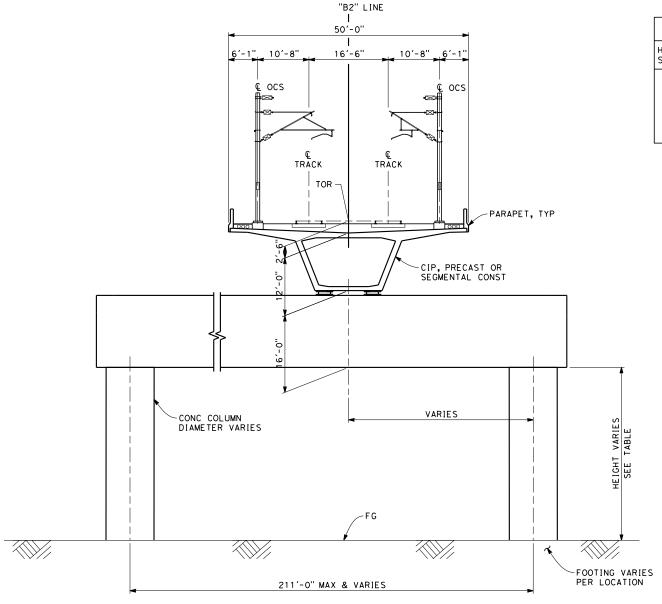
RECORD SET 15%
ESIGN SUBMISSION
OF FOR
CONSTRUCTION

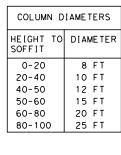


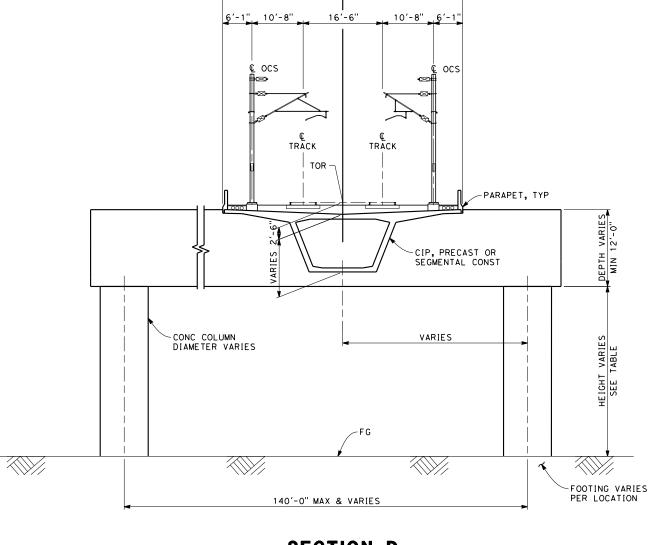


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTRACT NO. | | | | | | |
|--------------|--|--|--|--|--|--|
| HSR 06-0003 | | | | | | |
| DRAWING NO. | | | | | | |
| SV2751 | | | | | | |
| SCALE | | | | | | |
| AS SHOWN | | | | | | |
| SHEET NO. | | | | | | |
| 52 OF 57 | | | | | | |







"B2" LINE

50'-0"

SECTION C

SCALE: 1"=10'

STA 7010+13.50 THROUGH 7013+13.50 STA 7017+33.50 THROUGH 7024+13.50 STA 7054+13.50 THROUGH 7055+33.50 STA 7057+73.50 THROUGH 7058+93.50 STA 7082+83.50 THROUGH 7083+83.50 STA 7333+17.50 THROUGH 7335+57.50 STA 7336+77.50 THROUGH 7337+97.50 STA 7357+17.50 THROUGH 7359+57.50 STA 7364+37.50 THROUGH 7359+57.50 STA 7364+37.50 THROUGH 7367+97.50

STA 7371+47.50 THROUGH 7385+37.50

SECTION D

SCALE: 1"=10'

STA 7013+13.50 THROUGH 7017+33.50 STA 7222+77.50 THROUGH 7231+07.50 STA 7290+07.50 THROUGH 7293+67.50 STA 7313+17.50 THROUGH 7314+37.50 STA 7321+97.50 THROUGH 7333+17.50 STA 7335+57.50 THROUGH 7336+77.50

10 0 10 20

| V | | | | | | | | |
|----------|-----|------|----|-----|-----|-------------|--------------------------|-----|
| 02/3 | | | | | | | DESIGNED BY M. FISHER | |
| 2 | | | | | | | DRAWN BY | , F |
| ב ב | | | | | | | CHECKED BY A. ARMSTRONG | ٦ |
| <u>.</u> | | | | | | | IN CHARGE R. COFFIN | |
| _ | REV | DATE | ВΥ | СНК | APP | DESCRIPTION | 12/31/13 | |

RECORD SET 15%
SESIGN SUBMISSION
ON FOR
CONSTRUCTION



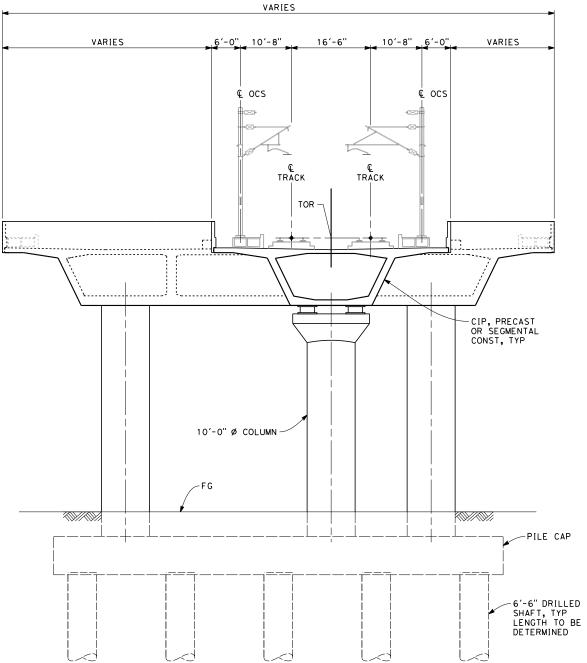


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B2
BAKERSFIELD VIADUCT
TYPICAL SECTIONS

| CONTRACT HSF | | 06-0 | 003 | | |
|-----------------|----|------|-----|--|--|
| DRAWING NO. | | | | | |
| | S۷ | 2752 | - | | |
| SCALE | | | | | |
| А | S | SHOW | /N | | |
| CHEET NO | | | | | |

"B2" LINE



SECTION E SCALE: 1"=10'

STA 7231+07.50 (BENT 245) STA 7290+07.50 (BENT 295)

120'-0" 20'-0" 78'-0" 20'-0" 25'-0" 16'-6" 25'-0" ⊈ ocs € ocs STATION TRACK TRACK STATION TRACK TRĂCK FENCE, TOR -20'-5" 20'-5" 41'-6" 181-10' -PLATFORM STRUCTURE -PLATFORM STRUCTURE -10'-0" Ø COLUMN--PILE CAP, TYP 6'-6" DRILLED SHAFT, TYP LENGTH TO BE DETERMINED

"B2" LINE

SECTION F SCALE: 1"=10'

STA 7251+57.50 THROUGH 7266+57.50



| REV | DATE BY CHK | IK APP | DESCRIPTION | DESIGNED BY M. FISHER DRAWN BY N. HUTTON CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE 12/31/13 | RECORD SET 15% DESIGN SUBMISSION - NOT FOR CONSTRUCTION |
|-----|-------------|--------|-------------|--|---|
|-----|-------------|--------|-------------|--|---|

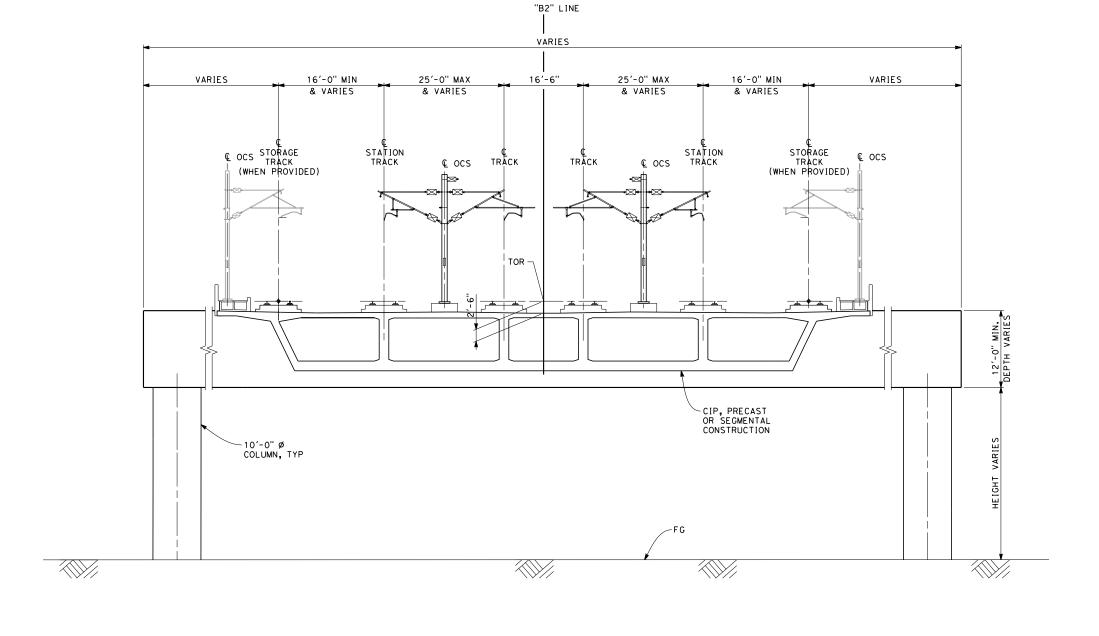
URS HMM ARUP ESIGN SUBMISSION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONTRACT NO. | | | | |
|--------------|--|--|--|--|
| HSR 06-0003 | | | | |
| DRAWING NO. | | | | |
| SV2753 | | | | |
| SCALE | | | | |
| AS SHOWN | | | | |
| SHEET NO. | | | | |
| 54 OF 57 | | | | |





SECTION G SCALE: 1"=10'

STA 7231+07.50 THROUGH 7235+67.50

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|---------|---|----|----|
| | | | |
| l''=IO′ | | | |

CORD SET 15%
GN SUBMISSION
NOT FOR
DNSTRUCTION

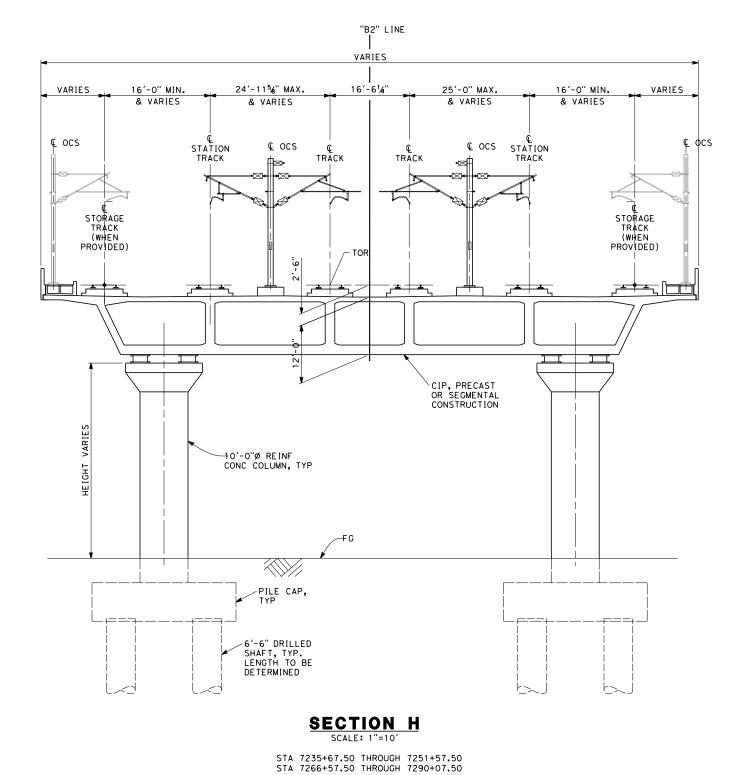




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| Γ | HSR 06-0003 | |
|---|-----------------------|---|
| | DRAWING NO. SV2754 | - |
| | SCALE AS SHOWN | |
| | SHEET NO. 55 OF 57 | |





VARIES 41'-2" MIN, 44'-10" MAX 16'-6" 3'-0" 3'-0" € TRACK E TRACK TOR DEPTH VARIES -STEEL FLOOR BEAM VARIES, MAX 277'-0" FOOTING VARIES
PER LOCATION

"B2" LINE

SECTION I

STA 6943+71.50 THROUGH 6946+93.50 STA 7095+65.00 THROUGH 7118+96.00



DESIGNED BY M. FISHER DRAWN BY N. HUTTON RECORD SET 15% DESIGN SUBMISSION CHECKED BY A. ARMSTRONG N CHARGE R. COFFIN CONSTRUCTION 12/31/13 BY CHK APP DESCRIPTION

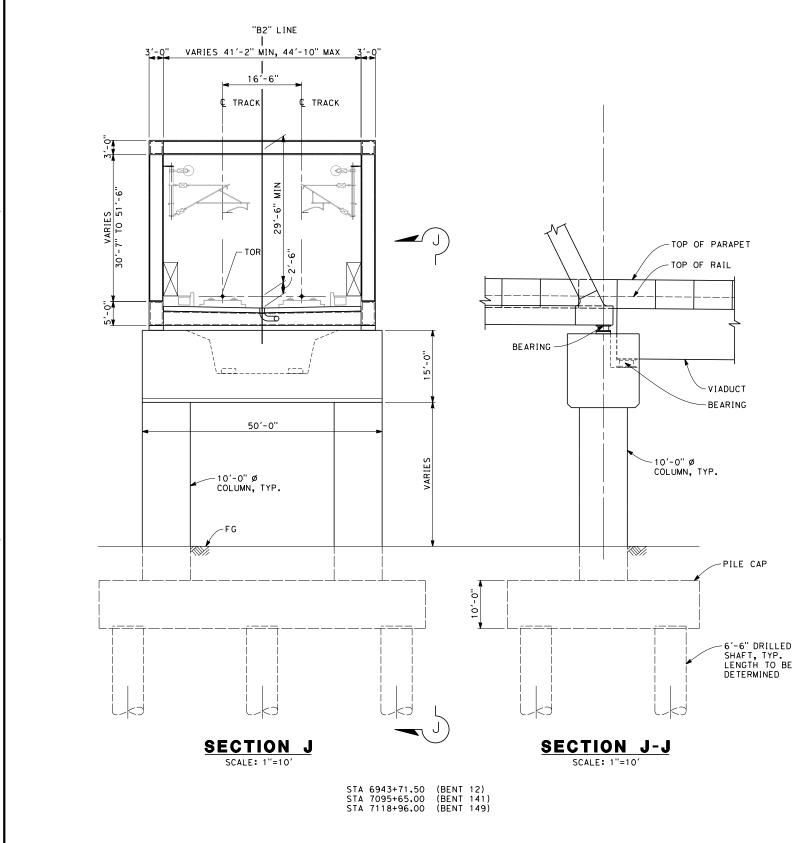
URS HMM ARUP

NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| CONT | CONTRACT NO. | | | | | |
|------|--------------|------|------|--|--|--|
| H | ISR | 06- | 0003 | | | |
| DRAW | DRAWING NO. | | | | | |
| | S١ | /27! | 55 | | | |
| SCAL | E | | | | | |
| | AS | SH | NWC | | | |
| SHEE | T NO. | | | | | |
| | 56 | OF | 57 | | | |



DESIGNED BY M. FISHER DRAWN BY N. HUTTON RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG N CHARGE R. COFFIN CONSTRUCTION E 12/31/13 REV DATE BY CHK APP DESCRIPTION



NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

| . | CONTRACT NO. |
|---|--------------|
| | HSR 06-0003 |
| | DRAWING NO. |
| | SV2756 |
| | SCALE |
| | AS SHOWN |
| | SHEET NO. |
| | 57 OF 57 |